K20 Kings Bay (PRCUTS)

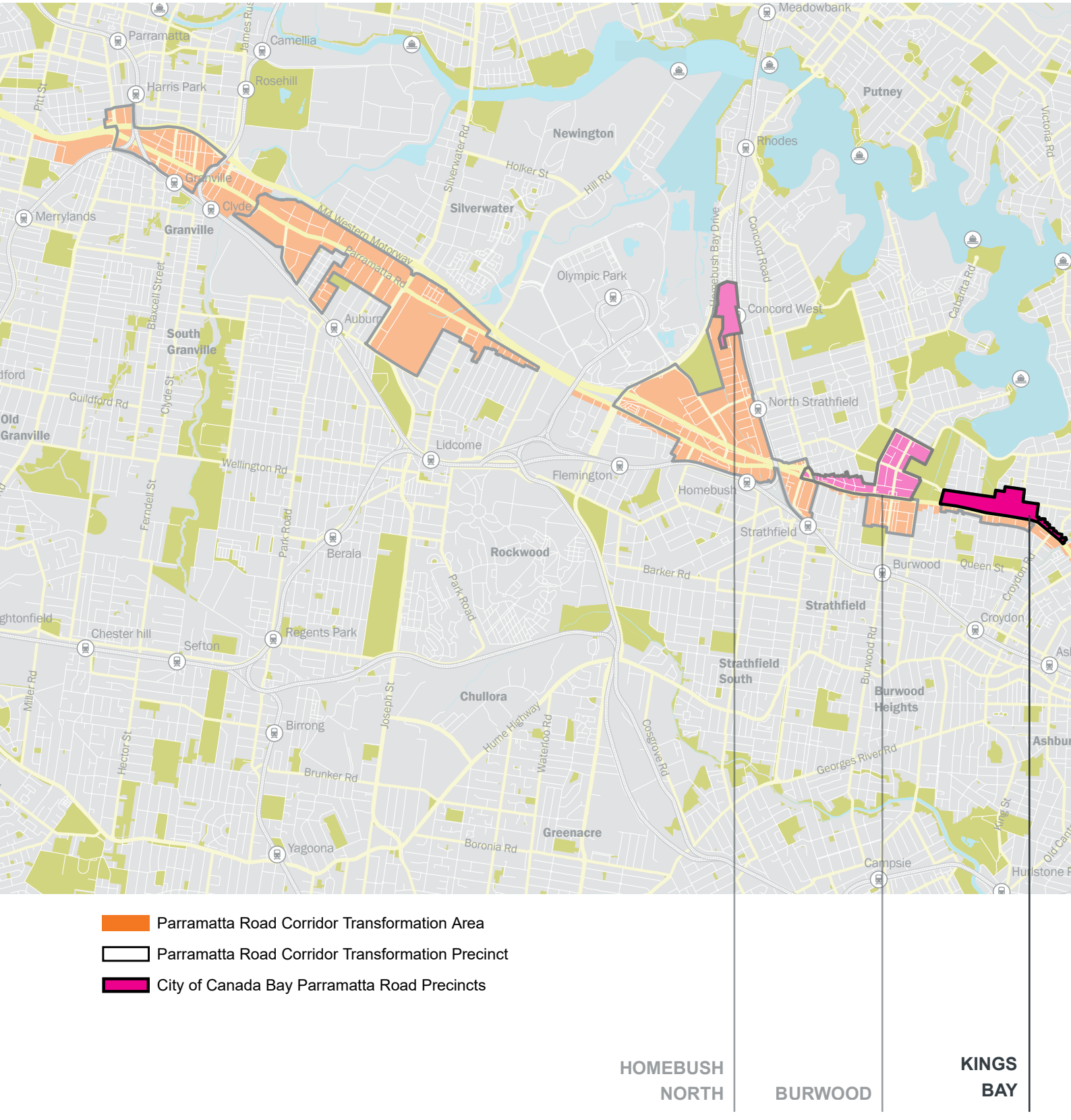
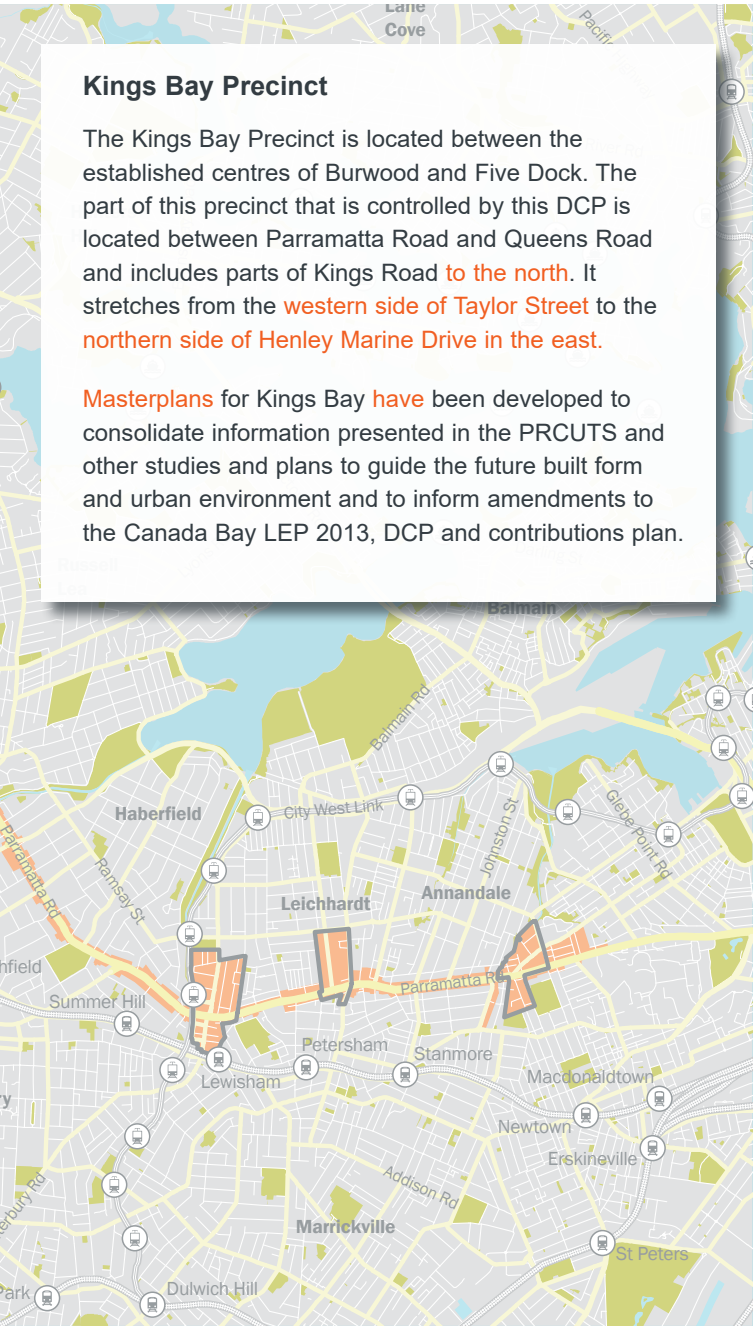


Figure K20-1 PRCUTS Parramatta Road Corridor (Source: PRCUTS, 2016)



Kings Bay Precinct

The Kings Bay Precinct is located between the established centres of Burwood and Five Dock. The part of this precinct that is controlled by this DCP is located between Parramatta Road and Queens Road and includes parts of Kings Road to the north. It stretches from the western side of Taylor Street to the northern side of Henley Marine Drive in the east.

Masterplans for Kings Bay have been developed to consolidate information presented in the PRCUTS and other studies and plans to guide the future built form and urban environment and to inform amendments to the Canada Bay LEP 2013, DCP and contributions plan.

K20.1 Parramatta Road Corridor Urban Transformation Strategy (PRCUTS)

This DCP has been prepared to support the implementation of the NSW Government Parramatta Road Corridor Urban Transformation Strategy (PRCUTS) published in November 2016.

The DCP has been prepared to deliver the desired future character envisaged in PRCUTS, with refinements to achieve better urban design and community outcomes.

Two development pathways are available:

1) Land is developed to the standards identified on the Floor Space Ratio and Height of Building maps.
2) Where development achieves the minimum lot size and/or identified community infrastructure is delivered, the land may be developed to the standards identified on the Community Infrastructure Floor Space Ratio and Height of Building Maps.

The provisions in this DCP describe the planning controls permitted under Option 2.

PRCUTS aims to renew Parramatta Road and adjacent communities through investments in homes, jobs, transport, open spaces and public amenity. It presents significant urban renewal opportunities for land within defined development precincts.

K20 Kings Bay (PRCUTS)

Figure K20-2 Aerial photo (source: nearmap.com)

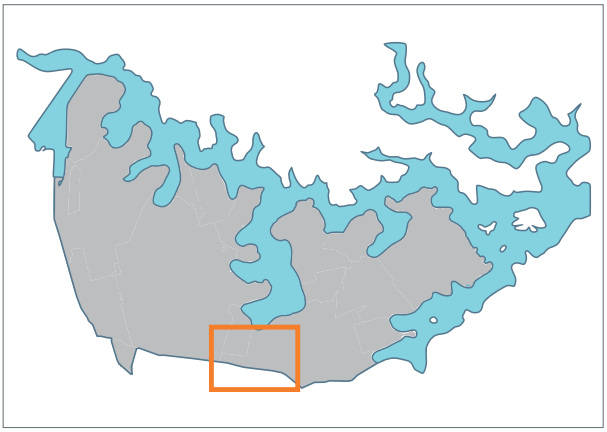


Figure K20-3 Location within LGA

Figure K20-4 Land to which this DCP applies

Note: Drawings for the Kings Bay Precinct have been divided into three map details as shown above (Western Part, Central Part, Eastern Part) within this DCP chapter

K20.2 Existing Character

The Kings Bay Precinct currently consists of a mix of smaller fine grain lots and larger landholdings occupied by light industrial service industries such as small manufacturers, car sales and servicing centres, panel beaters, upholsterers, and other urban support services. Wholesalers occupy large format, low density warehouse spaces.

Key community infrastructures include Rosebank College, Lucas Gardens School, Five Dock Leisure Centre and a childcare centre. Medium density residential development is located on Kings Road. Public open space is limited and the street network is characterised by small front setbacks, narrow or no footpaths and few street trees.

Strengths and opportunities

- large land holdings, generally unfragmented land and limited strata titled properties;
- a grid-like pattern of streets;
- potential reduction in traffic volumes with the opening of WestConnex;
- proximity to high amenity open space, recreation facilities and the Parramatta River foreshore;
- potential to enhance existing recreational opportunities and linkages for active transport and extend the existing green corridor from Hen and Chicken Bay to Parramatta Road:
- potential to facilitate the relocation of the Concord Community Centre and/or Concord Library, if the circumstances are appropriate; and
- access to future metro West rail stations and Burwood North (Concord) and Five Dock.

Challenges and constraints

- existing high traffic volumes on surrounding streets;
- limited north-south connections across Parramatta Road, particularly for pedestrians and cyclists;
- a current lack of reliable public transport;
- heritage items and sensitive uses which require appropriate setbacks and transitions;
- limited, poor quality public domain; and
- flooding during a 1% and PMF events within affected areas of the William Street and Dobroyd Canal catchments.

K20.3 Desired Future Character

"Kings Bay will be a new residential and mixed use urban village on Parramatta Road, with an active main street and strong links to the open space network along Parramatta River converging into greater Sydney Harbour."

As industry moves west, the precinct's traditional industrial area is changing and transforming into more light industrial and urban support services that can capitalise on the rapid transit connections to Sydney CBD, Burwood Town Centre and many large areas of open space.

Spencer Street will form the main street of local shops and services. A new fine grain will be introduced along Spencer Street to reinforce the local nature of the centre, and provide a pedestrian focus with high amenity and low traffic. A new north-south park and pedestrian link will connect Spencer Street to Queens Road and the recreational facilities and foreshore just north of the precinct.

Kings Bay offers the opportunity to be a new address for medium and high density residential development. Taller residential buildings will mark the centre of the precinct at the corner of Parramatta Road, William Street and Spencer Street. Buildings will transition in height and density towards adjacent residential areas, Rosebank College and Lucas Garden School.

A new green link along William Street will connect to open space and the foreshore. The new regional cycleway will link Concord Road, Gipps Street, Patterson Street and Queens Road and will connect to the M4 Motorway in the west and Iron Cove and the Bay Run in the east. Parramatta Road will have significant tree planting and wider public domain to improve the amenity and environment.

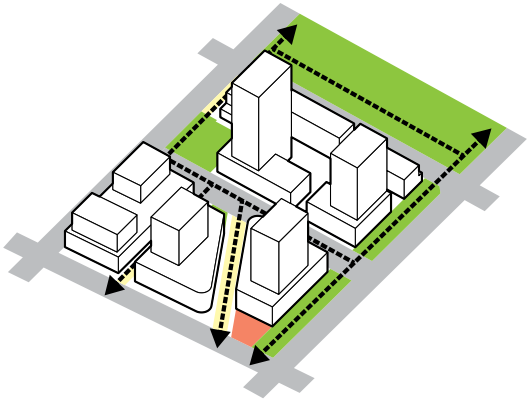
PRCUTS recommends a new public open space adjacent to Iron Cove Creek, providing an eastern green space for the community to enjoy.

K20 Kings Bay (PRCUTS)

Figure K20-5 Artist impression of indicative future character along Spencer Street, Kings Bay

K20 Kings Bay (PRCUTS)

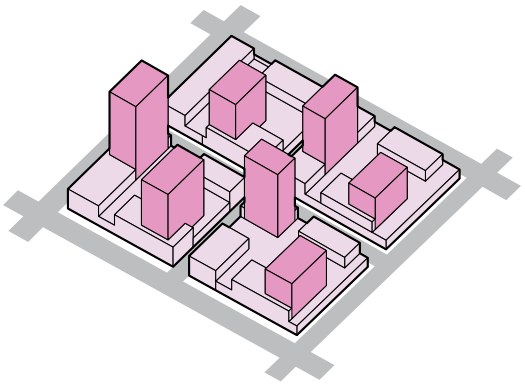
K20.4 Urban Design Principles



Create an active and permeable public realm

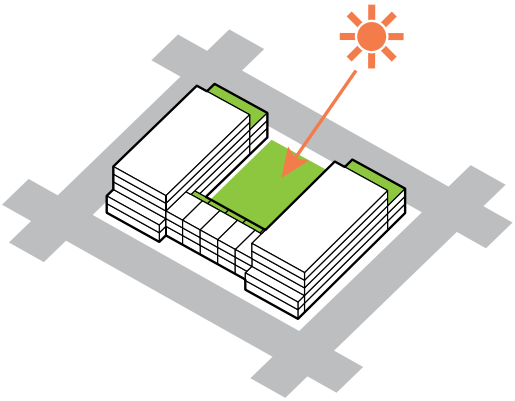
Expand open space network and provide easy access and connection throughout the public realm.

Promote active transport such as walking and cycling.



Define a building height strategy

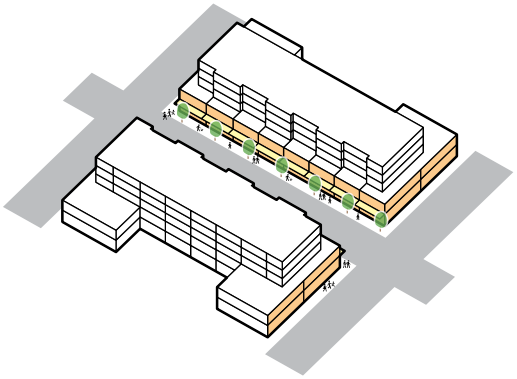
Create a dynamic skyline by spreading higher built form.



Maximise solar access and amenity

Ensure all public open spaces have adequate solar access.

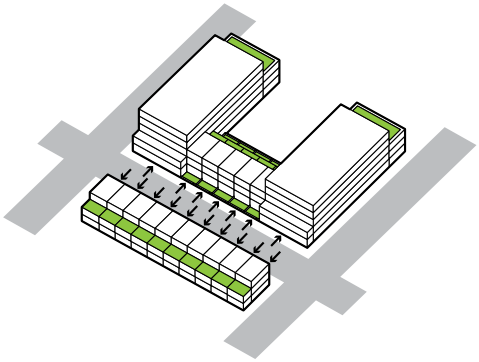
Putting heights towards the southern boundaries to ensure solar access penetrates the site and minimise overshadowing.



Promote fine grain and active frontages

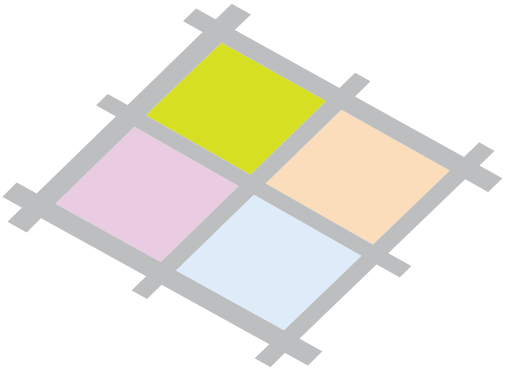
Reinvent Spencer Street and its eastern extension as a Place for People that responds to the vision set out in PRCUTS;

'streets with high demand for activities and lower levels of vehicle movement. They create places people enjoy, attract visitors, and are places communities value'.



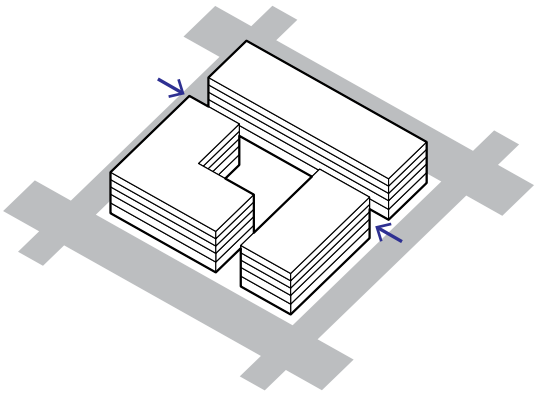
Interactive frontages

Promote direct ground floor access from the street in residential areas to enhance passive surveillance.



Create character precincts celebrate the industrial character of Kings Bay

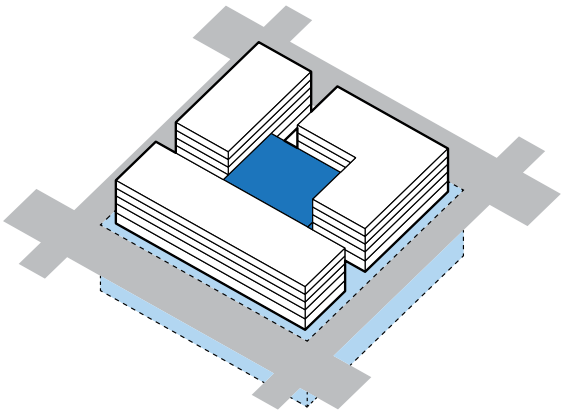
Utilise the current industrial context and history of each block as a driver for place making, facade expression and block character.



Integrated servicing and access

Avoid putting service access on traffic-heavy and pedestrian-oriented streets.

Minimise the impact on public domain by integrating services within the building.

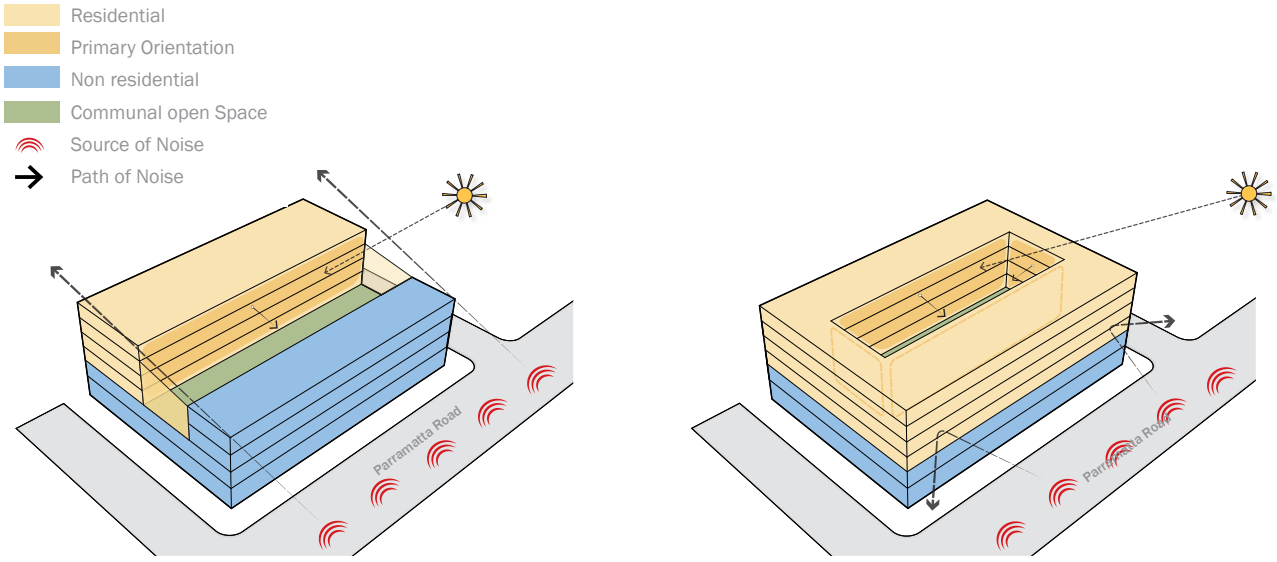


Minimise the impacts of parking

Parking should be put underground as a priority. Where an underground option is not possible, parking should be sleeved with active uses or considerable facade treatment to avoid exposing the structure directly to the street.

K20 Kings Bay (PRCUTS)

K20.5 Design Approach

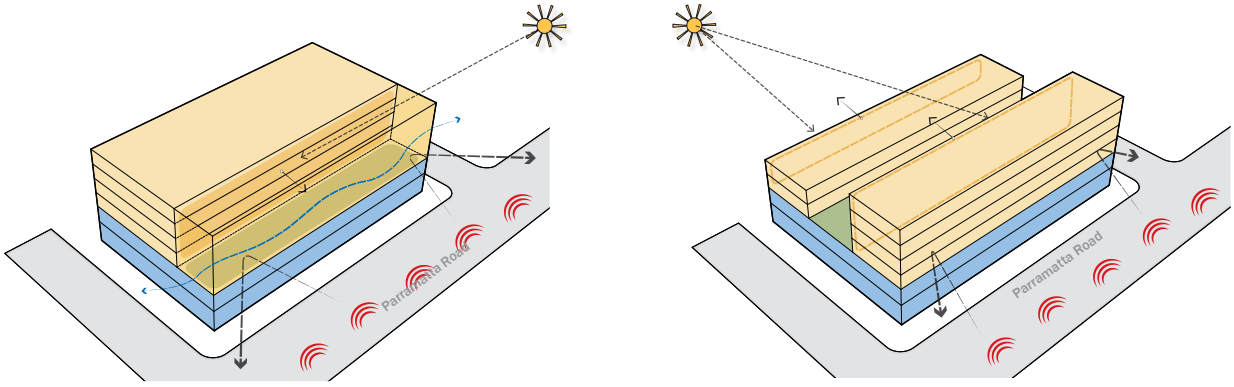


Design Approach 1: Shield

Conventional residential building to the rear of the site away from noise; non-residential building to road edge at a height to create acoustic shadow for residential; fixed solid glazed element encloses courtyard.

Design Approach 2: Barrier (Courtyard)

All openings required for ventilation open from a protected courtyard; courtyard dimension defined by separation requirements as outlined in the Apartment Design Guide.



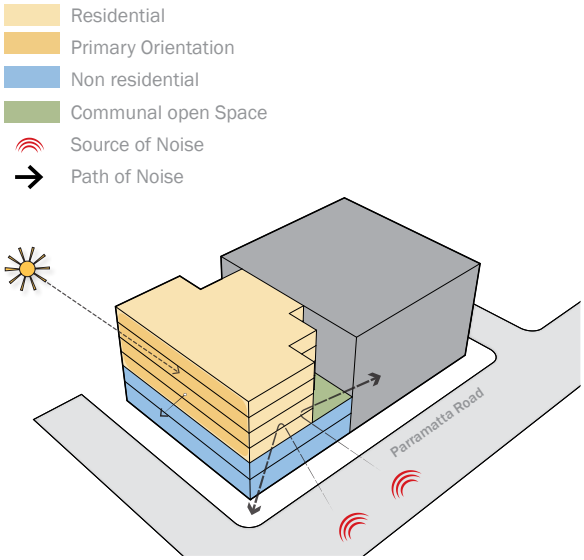
Design Approach 3: Barrier (Screen)

A fixed solid glazed edge to provide a protected courtyard space for ventilation; the glazed courtyard is open to the sky to allow for natural ventilation.

Design Approach 4: Facing away

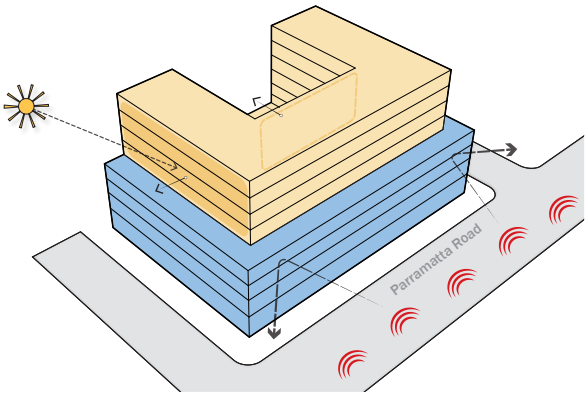
Habitable rooms to be orientated away from the source of noise; locate secondary uses such as cores and walkways facing the source of noise.

Figure K20-6 Design approaches to minimise noise and air quality impacts (Source: PRCUTS Guidelines 2016)



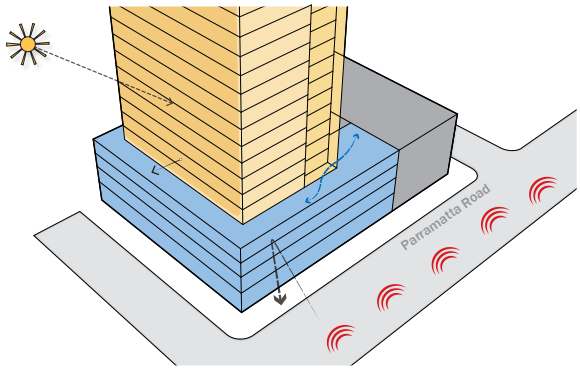
Design Approach 5: Corner

Turning away primary orientation of living space from noise source; articulate facade to create an acoustic shadow away from the source of the noise, orientate openings within the acoustic shadow.



Design Approach 6: Upper Level Setbacks

All openings required for ventilation open from a protected courtyard; turning away from noise source.



Design Approach 7: Above Podium Towers

Turning away habitable spaces from the noise source; utilised fixed solid glazed edge to provide an enclosed space for ventilation.

K20 Kings Bay (PRCUTS)

K20.6 Block Configuration

The scale, height, arrangement and orientation of new built form defines the proportion and level of enclosure of streets and public spaces. Good site planning and block configuration maximises the level of sun access and visual and acoustic privacy for all, including neighbouring properties.

Together with primary and upper level setbacks (see *Section K20.10 Street Wall Heights and Setbacks*), the following controls set the basic building footprints and envelopes for new development in the Kings Bay Precinct.

Objectives

O1 To arrange building forms including heights and massing that reinforce the future desired character of the area and protect valued character attributes.

O2 To facilitate daylight access and ventilation to streets, public places and neighbouring properties.

O3 To maximise visual and acoustic privacy.

O4 To consider future development opportunities on adjoining sites and avoid isolated sites.

O5 To maximise permeable ground surfaces to allow rainwater to penetrate the soil.

Controls

C1.	New development is to consider future development on adjoining sites by providing sufficient separation and setbacks, and avoid creating isolated sites. New development is to follow the desired Key Site Amalgamation Plan (see **Figure K20-7** to **Figure K20-9**).
C2.	The delivery of identified amalgamation and community infrastructure is a prerequisite for the heights and densities identified in the LEP. If this is achieved new development is to conform to the maximum number of storeys as shown in **Figure K20-15** to **Figure K20-17.** Further controls regarding the permissible building envelope are contained in *Section K20.10 Street Wall Heights and Setbacks* and *Section K20.13 Massing and Articulation.*
C3.	The maximum length of any building above 5 storeys is 60m.
C4.	Residential towers above podium level shall have a maximum enclosed area of 750sqm (including circulation and excluding balconies) and a maximum total floor area of 875sqm (including and assuming 15% for balconies).
C5.	For commercial uses on all floors above the ground level, any wall with windows must be set back from the side and rear boundary by 3m. Any wall without windows is not required to be setback.
C6.	Built form is to be positioned for optimal access to daylight and direct sunlight for internal and external spaces, and for adjoining public and private land.
C7.	Buildings are adaptable to a variety of uses over time. The following minimum floor to floor heights apply:

Use	Minimum height
Retail	4.4m
Commercial	3.7m
Adaptable	3.7m
Residential	3.1m

C8.	The ground floor of all lots fronting Parramatta Road is to be a minimum of 4.4m in height to facilitate a wide variety of uses. Development on the ground floor fronting Parramatta Road is to prioritise urban services and light industrial uses, consistent with Active Frontages. The second floor of development fronting Parramatta Road in the MU1 Mixed Use zone is also to have retail and/or commercial uses.

Figure K20-7 Key Site Amalgamation Plan - western part

- Key site amalgamation boundary
- A1 Lot identification number
- Proposed public domain/ road corridor
- Proposed future open space
- Required through-site link
- Desired through-site link
- Precinct boundary

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K20 Kings Bay (PRCUTS)

Figure K20-8 Key Site Amalgamation Plan - central part

- Key site amalgamation boundary
- A1 Lot identification number
- Proposed public domain/ road corridor
- Proposed future open space
- Required through-site link
- Desired through-site link
- Precinct boundary

Figure K20-9 Key Site Amalgamation Plan - eastern part

- Key site amalgamation boundary
- A1 Lot identification number
- Proposed public domain/ road corridor
- Proposed future open space
- Required through-site link
- Desired through-site link
- Precinct boundary

K20 Kings Bay (PRCUTS)

K20.7 Access Network

A permeable urban structure is key to successful places. The provision of new links and open spaces is encouraged to build upon the existing access network and support the uptake of active and public transport and linking key destinations within and beyond the precinct.

Objectives

O1 To provide a finer grain access network to more effectively link the precinct to Parramatta Road, open spaces and public transport stops.

O2 To encourage travel behaviour change by discouraging car usage and supporting sustainable travel choices such as public and active transport.

O3 To improve network permeability, in particular for pedestrians, by breaking up long blocks with new streets and quality pedestrian prioritised links.

O4 To meet access requirements for future development and enable increased density in selected locations.

A more permeable urban structure and a focus on a high quality pedestrian environment will support walking and cycling.

Slow speed, shared spaces provide links that encourage pedestrian access across the precinct.

Controls	
C1.	The existing access network is retained and new streets, through-site links and cycle routes are provided as identified in **Figure K20-10** to **Figure K20-12.**
C2.	New public open spaces are located as identified in **Figure K20-10** to **Figure K20-12.** See *Section K20.8 Public Domain Experience* for more detail.
C3.	Wherever possible, long blocks are broken up with new high quality pedestrian prioritised links, particularly where new connections would facilitate access to public transport, open spaces and community facilities.
C4.	Size and location of footpaths, laneways, cycleways, planting and parks are to be provided according to Council's PRCUTS Public Domain Plan and PRCUTS Masterplan.
C5.	New roads, public domain widenings, parks and cycleways are required to be in public ownership where identified in the LEP. New roads and parks that are identified in the LEP to be publicly accessible but not in public ownership, may be delivered as a public access easement over private land. Future pedestrian links may be delivered as a public access easement over private land. Provision is to be in accordance with the LEP, PRCUTS Infrastructure Strategy and Council's specifications.
C6.	Future pedestrian/ cycle links are to be naturally lit and ventilated, appropriately lit after hours, publicly accessible 24/7, and have clear sightlines from end to end.
C7.	All new pedestrian/ cycle links are to be defined by built form and quality edge treatments such as low semi-transparent fences and landscaping.
C8.	Bicycle facilities, such as parking, secure storage and end-of-trip facilities are to be easily accessible from the public domain and conveniently located near entrances and/or lifts of new development.

K20.8 Public Domain Experience

Private development has a large influence on the local character and the support of the existing or future functioning of the public realm, for example by clearly addressing a new pedestrian link and providing good levels of surveillance. The scale of built form, its appearance and the design of private-public interfaces has a significant impact on how people experience a streetscape and the safety of the neighbourhood.

Key elements apart from the built form that need to be considered include front setbacks, boundary treatments, vegetation and landscape design, vehicular access, visible activity at street level, and surveillance provided by doors, windows and balconies.

Objectives

O1 To protect and improve the quality, accessibility and safety of the public domain across the precinct.

O2 To support walking and cycling to key destinations such as the Five Dock Leisure Centre and local schools.

O3 To improve the interface to Parramatta Road and support increased activity levels, safety and comfort.

O4 To increase tree canopy cover and provide for more greenery associated with the public domain.

Controls

C1.	New development that fronts onto streets identified as active frontages, including vibrant, friendly and mixed facades (see **Figure K20-13)** must: a) minimise the number and width of vehicular driveways across the footpath; b) ensure building entries are clearly visible and pedestrian access to entries and lobbies is direct; c) pay particular attention to the 'human-scale' of lower levels and display a high degree of detailed design and articulation; d) maximise the number of doors and windows on upper levels overlooking the street; and e) provide vehicular access off a rear laneway; driveways off Parramatta Road are strictly prohibited.
C2.	New development that fronts onto Parramatta Road is to: a) set back as per **Figure K20-10** to **Figure K20-12.** b) apply coordinated urban and landscape design features that unify the linear green edge; and c) prioritise urban services uses.
C3.	Development is to support the experience and safety of future public open spaces as identified in **Figure K20-10** to **Figure K20-12**. Development that faces open space must: a) maximise the number of doors and windows overlooking the open space; b) pay particular attention to quality architectural detail at the lower levels; c) ensure that at least 50% of each open space receives a minimum of 3h direct solar access in mid-winter (21 June) between 9am and 3pm; and d) where an active frontage is required by the LEP, encourage active uses on the ground floor with a preference for community facilities and cafes/ restaurants with outdoor seating. The minimum floor to floor height of the first two levels is to be as per the 'Adaptable' category in *Section K20.6 Block Configuration.*
C4.	Development fronting Queens Road is to maximise entry doors and windows overlooking the street, minimise vehicular entry points and pay particular attention to quality landscape and architectural detail along lower levels. For more controls see *Section K20.11 Transitions and Interfaces.*
C5.	Any development on a corner site including corners of the new open spaces must pay particular attention to overall design quality due to the location's high visibility and impact on the local character, i.e. well proportioned facades and quality material, finishes and plant species selection.

K20 Kings Bay (PRCUTS)

Figure K20-10 Public Domain Plan - western part

0 25m 50m 100m

N

- Active frontage (various)
- 3m landscaped setback
- 4.5m landscaped setback
- 6m landscaped setback
- 9m landscaped setback
- 10m landscaped setback
- Deep soil zone (various widths)
- 1 storey street wall
- 2 storey street wall
- 3 storey street wall
- 4 storey street wall
- 5 storey street wall
- Required through-site links
- Desired through-site links
- Proposed future open space
- Proposed future open space (privately owned publicly accessible)
- Potential open space (other)
- Proposed future public domain
- Variable TfNSW road widening
- Proposed future road corridor
- Precinct boundary

Figure K20-11 Public Domain Plan - central part

0 25m 50m 100m

N

- Active frontage (various)
- 3m landscaped setback
- 4.5m landscaped setback
- 6m landscaped setback
- 9m landscaped setback
- 10m landscaped setback
- Deep soil zone (various widths)
- 1 storey street wall
- 2 storey street wall
- 3 storey street wall
- 4 storey street wall
- 5 storey street wall
- Required through-site links
- Desired through-site links
- Proposed future open space
- Proposed future open space (privately owned publicly accessible)
- Potential open space (other)
- Proposed future public domain
- Variable TfNSW road widening
- Proposed future road corridor
- Precinct boundary

K20 Kings Bay (PRCUTS)

- Active frontage (various)
- 3m landscaped setback
- 4.5m landscaped setback
- 6m landscaped setback
- 9m landscaped setback
- 10m landscaped setback
- Deep soil zone (various widths)
- 1 storey street wall
- 2 storey street wall
- 3 storey street wall
- 4 storey street wall
- 5 storey street wall
- Required through-site links
- Desired through-site links
- Proposed future open space
- Proposed future open space (privately owned publicly accessible)
- Potential open space (other)
- Proposed future public domain
- Variable TfNSW road widening
- Proposed future road corridor
- Precinct boundary

Figure K20-12 Public Domain Plan - eastern part

0 25m 50m 100m

N

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K20 Kings Bay (PRCUTS)

K20.9 Active Frontages

The quality and attractiveness of buildings at the streetscape level plays an important role in the attractiveness and vibrancy of the street. Active streetscapes have frequent doors, many windows with transparent glass and narrow frontages providing a vertical rhythm along the street with few blank walls.

Successful buildings make a positive contribution to the streets and public spaces around them. They visually activate the street and encourage people to use the street.

It is important to focus on active frontages in commercial and mixed use zones as these are areas where activity and vibrancy is critical to the success of the centre. Ensuring streets and open spaces are overlooked can increase the sense of safety, especially at night.

Objectives

O1 To create lively and attractive streetscapes that are safe and attractive.

O2 To support walking in the precinct along streets and within public open spaces.

O3 To provide attractive streets and public spaces that encourage activity and provide opportunities for passive surveillance.

O4 To ensure that the ground level of buildings in mixed use areas are well designed and able to attract a variety of uses that will activate the streetscapes.

Controls

C1.	Active frontages are to be provided as identified in **Figure K20-13**. For more controls see *Section K20.15 Safety and Accessibility*. Three different types of active frontage have been identified. The type of active frontage desired is dependent on the location and the intended character of the street.
C2.	A maximum of 70% of the ground floor facade is to be glazing and balanced with solid vertical elements creating a rhythm along the street.
C3.	**Vibrant Facades** a) Maximise the number of units along the street. Provide small (narrow) units with a minimum of 15 front doors per 100m of facade length. b) Cater for a wide variety of uses such as shops, cafes, restaurants, bars, fruit/ vegetable markets, community uses and live-work units. c) Provide a high degree of visual richness in facade details and architectural expression with a focus on vertical facade articulation. Provide 'ins and outs' (recesses and projections) to create shadows and interest. d) Vehicle access and servicing zones are not permitted along a Vibrant Façade. e) Blank facades are not permissible. Passive facades are strongly discouraged and are only permissible where alternatives are not available. f) Tenancies are to be a minimum of 10m deep.
C4.	**Friendly Facades** a) Maximise the number of units along the street. Provide relatively small (narrow) units with a minimum of 10 front doors per 100m facade length b) Cater for some variety of uses such as shops and live-work units including residential lobbies. c) Blank facades and passive facades are strongly discouraged d) Provide a degree of visual richness in facade details and architectural expression. e) Minimise the number and width of vehicular driveways across the footpath with limited vehicle access and servicing permitted. Openings, when permitted are to be narrow and recessed. f) Tenancies are to be a minimum of 10m deep.

Figure K20-13 Future Active Frontages

C5.

Mixed Facades

a) Maximise the number of units along the street. Where possible provide small (narrow) units with a minimum of 6 front doors per 100m facade length

b) Blank facades and passive facades are discouraged. Any blank façade that is more than 10% of the façade or more than 10sqm (at street level) is to have visual interest i.e. architectural treatment, detailing, art or greenery/ green walls

c) Provide a degree of visual richness in facade details and architectural expression.

d) Minimise the number and width of vehicular driveways across the footpath.

e) Buildings fronting Parramatta Road are to have vehicle access and servicing via shared underground areas accessed from side streets where possible.

f) Tenancies are to be a minimum of 10m deep.

Breaking the facade into smaller elements at the street level helps create variation and interest

K20 Kings Bay (PRCUTS)

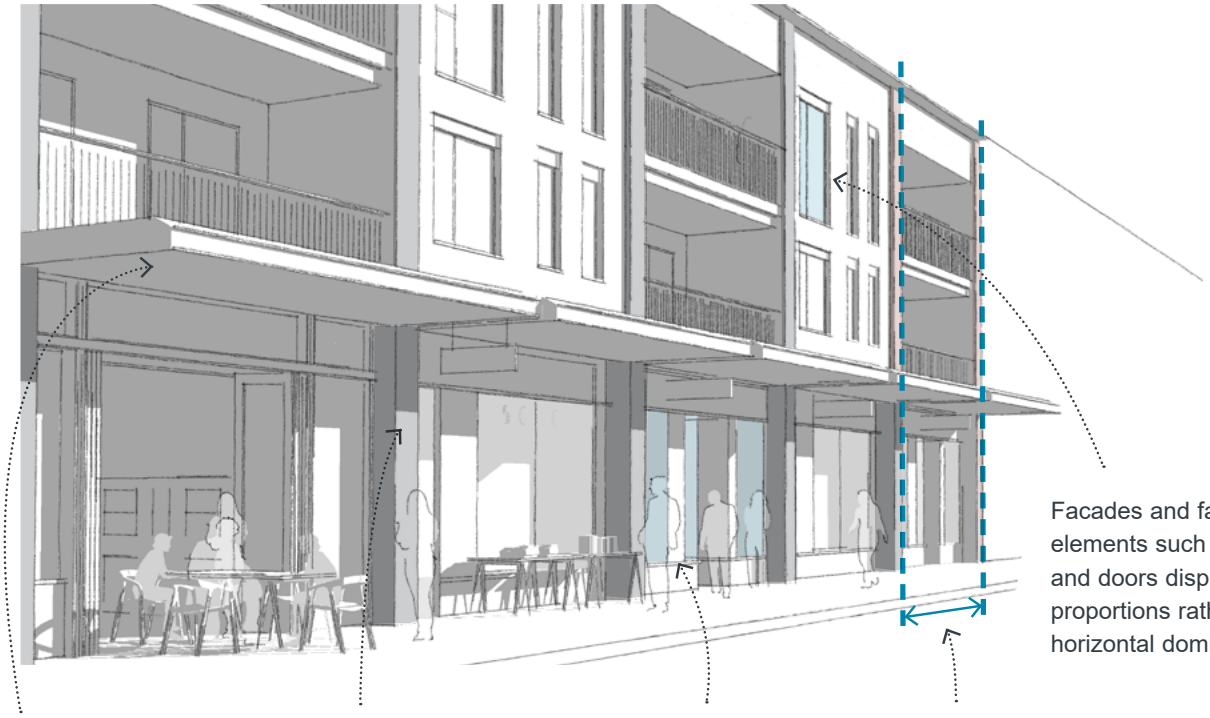

Figure K20-14 Active Frontage Design Guidance

Stall risers, richness of material choices and operable glazing contribute to high quality street interfaces

K20.10 Street Wall Heights and Setbacks

Street setback areas are an integral part of the streetscape and their treatment is fundamental to the amenity and character of a place. Combined with building height and road reserve width, they define the proportion, scale and visual enclosure of the street. Street setbacks not only establish the alignment of buildings along the street, they also provide for landscaping and deep soil areas, building entries and a transition between public and private space.

Street wall heights and upper level setbacks further define the proportion, scale and visual enclosure of the public domain and provide a level of consistency across the precinct. Upper level setbacks lessen the visual impact of taller development and help create a more unified, human-scale streetscape environment.

Objectives

O1 To ensure setbacks contribute positively to the pedestrian environment at street level.

O2 To provide a sense of enclosure to the street and contribute to a consistent built form scale across the precinct over time.

O3 To enhance development and its relationship with adjoining sites and the public domain, particularly in regard to access to sunlight, outlook, view sharing, ventilation and privacy.

A lower street wall height helps to integrate taller development with lower residential scales

Controls	
C1.	All development is to comply with the setbacks and street wall heights as shown on **Figure K20-10** to **Figure K20-12.**
C2.	Where applicable, a portion of the setback area is to provide deep soil zones and tree planting. Refer to *Section K20.18 Landscape Design* for more detailed controls.
C3.	'Undesirable' elements such as vents, electrical substations, or plant and equipment spaces are not permissible within the setback area and should be accommodated within the building. Service cabinets are to be co-located internally, accessible from loading, waste or parking areas where possible to avoid impact on the public realm.
C4.	Upper level setbacks are required towards all public domain interfaces and have been identified on **Figure K20-15** to **Figure K20-17**.

K20 Kings Bay (PRCUTS)

Figure K20-15 Building Envelopes Plan - western part

- 1 storey max. building height
- 2 storey max. building height
- 3 storey max. building height
- 4 storey max. building height
- 5 storey max. building height
- 6 storey max. building height
- 7 storey max. building height
- 8 storey max. building height
- 9 storey max. building height
- 10 storey max. building height
- 12 storey max. building height
- 13 storey max. building height
- 18 storey max. building height
- 20 storey max. building height
- 22 storey max. building height
- 24 storey max. building height
- (20) Max. number of storeys
- Upper level setback
- 3m Upper level setback distance from podium edge
- Key site amalgamation boundary
- Proposed future open space
- Potential open space (other)
- Heritage item
- Precinct boundary

Figure K20-16 Building Envelopes Plan - central part

- 1 storey max. building height
- 2 storey max. building height
- 3 storey max. building height
- 4 storey max. building height
- 5 storey max. building height
- 6 storey max. building height
- 7 storey max. building height
- 8 storey max. building height
- 9 storey max. building height
- 10 storey max. building height
- 12 storey max. building height
- 13 storey max. building height
- 18 storey max. building height
- 20 storey max. building height
- 22 storey max. building height
- 24 storey max. building height
- (20) Max. number of storeys
- Upper level setback
- 3m Upper level setback distance from podium edge
- Key site amalgamation boundary
- Proposed future open space
- Potential open space (other)
- Heritage item
- Precinct boundary

K20 Kings Bay (PRCUTS)

Figure K20-17 Building Envelopes Plan - eastern part

- 1 storey max. building height
- 2 storey max. building height
- 3 storey max. building height
- 4 storey max. building height
- 5 storey max. building height
- 6 storey max. building height
- 7 storey max. building height
- 8 storey max. building height
- 9 storey max. building height
- 10 storey max. building height
- 12 storey max. building height
- 13 storey max. building height
- 18 storey max. building height
- 20 storey max. building height
- 22 storey max. building height
- 24 storey max. building height
- (20) Max. number of storeys
- Upper level setback
- 3m Upper level setback distance from podium edge
- Key site amalgamation boundary
- Proposed future open space
- Potential open space (other)
- Heritage item
- Precinct boundary

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K20 Kings Bay (PRCUTS)

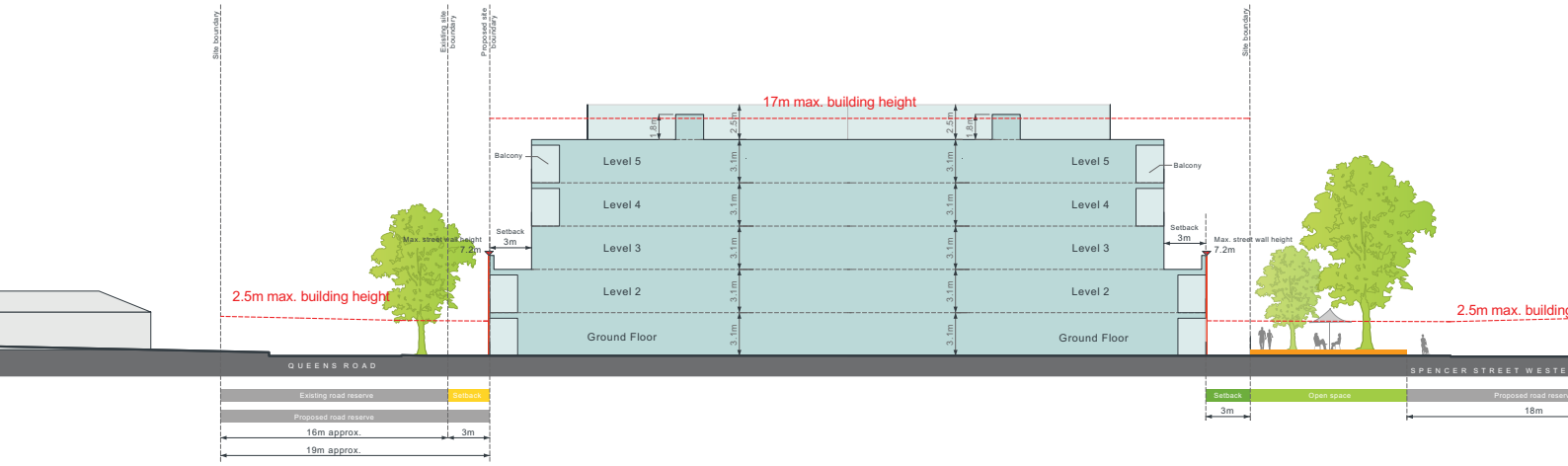
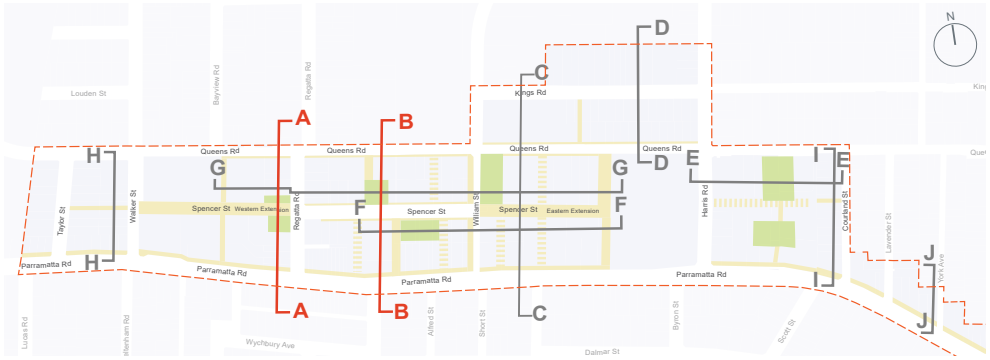


Figure K20-18 Built Form Envelope - Section A



Section Key Plan

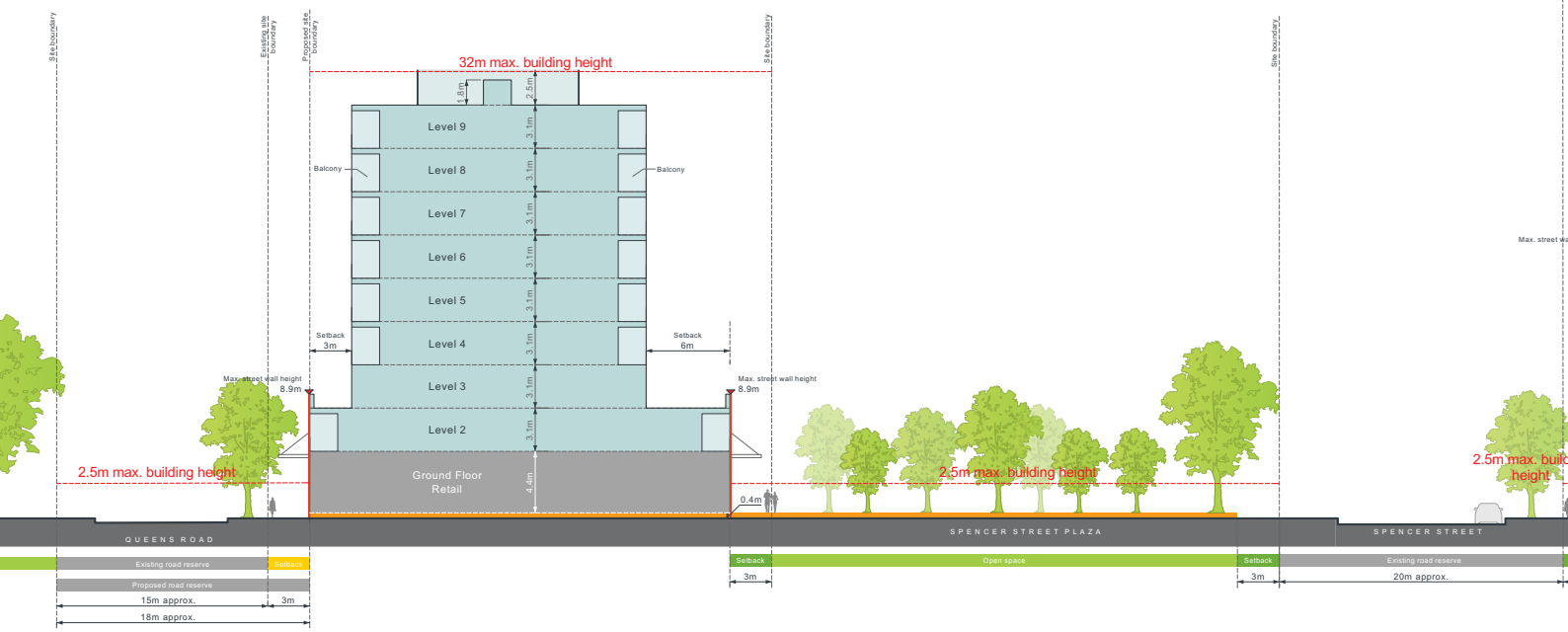


Figure K20-19 Built Form Envelope - Section B

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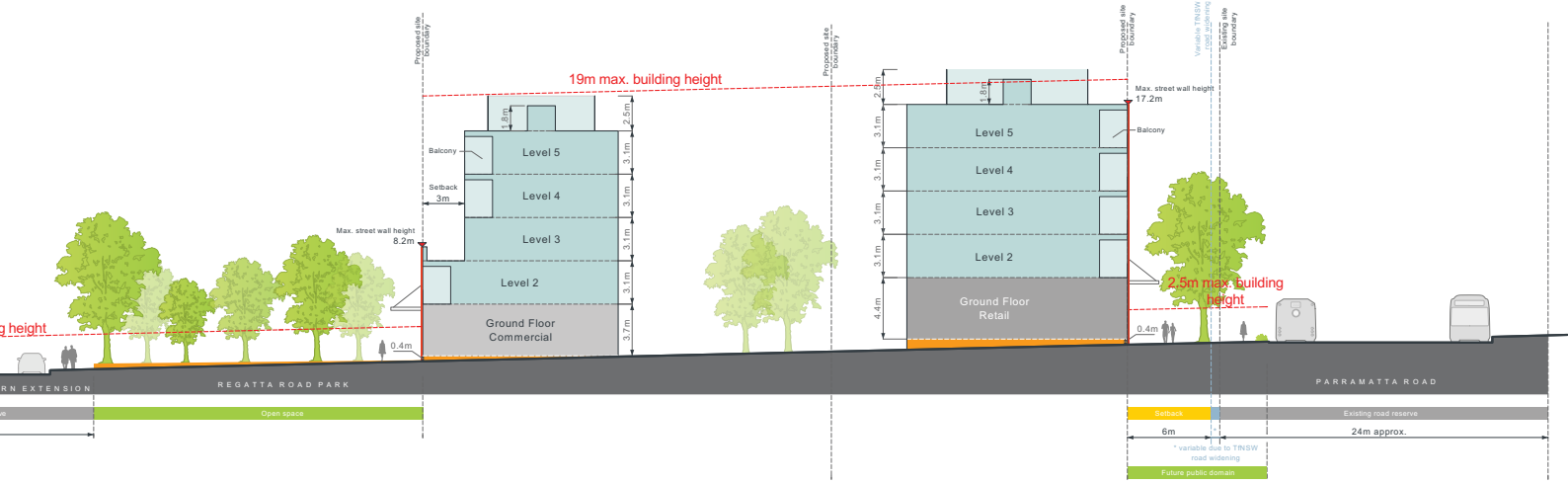
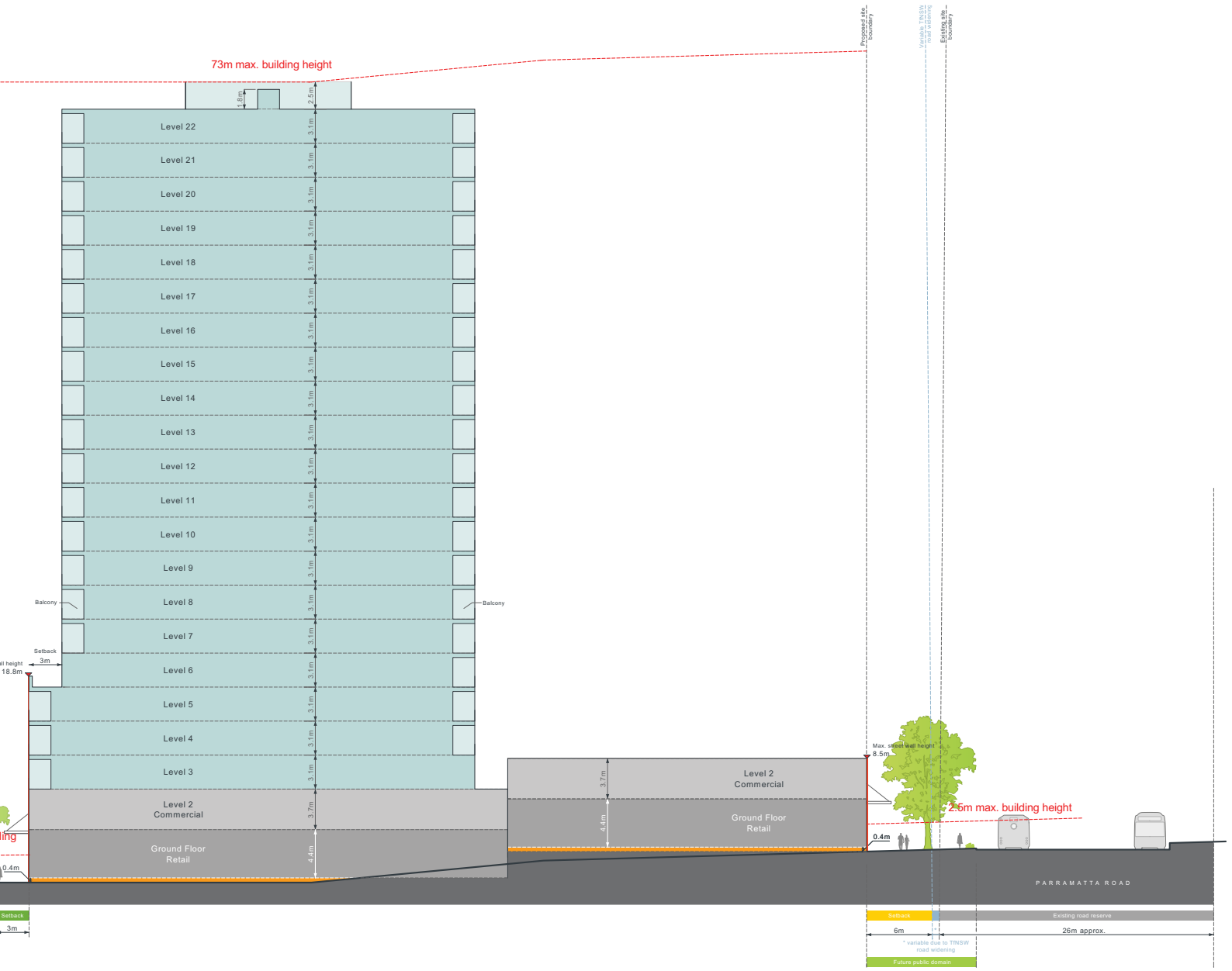

19m max. building height
Proposed site boundary
Proposed site boundary
Variable TfNSW road widening
Existing site boundary
Max. street wall height 8.2m
Balcony
Setback 3m
Level 5
Level 4
Level 3
Level 2
Ground Floor Commercial
Max. street wall height 17.2m
Balcony
Level 5
Level 4
Level 3
Level 2
Ground Floor Retail
2.5m max. building height
0.4m
REGATTA ROAD PARK
Open space
PARRAMATTA ROAD
Setback
Existing road reserve
6m
24m approx.
* variable due to TfNSW road widening
Future public domain


73m max. building height
Proposed site boundary
Variable TfNSW road widening
Existing site boundary
Level 22
Level 21
Level 20
Level 19
Level 18
Level 17
Level 16
Level 15
Level 14
Level 13
Level 12
Level 11
Level 10
Level 9
Level 8
Level 7
Level 6
Level 5
Level 4
Level 3
Level 2 Commercial
Ground Floor Retail
Balcony
Balcony
Setback 3m
Level 2 Commercial
Ground Floor Retail
Max. street wall height 8.5m
2.5m max. building height
0.4m
PARRAMATTA ROAD
Setback
Existing road reserve
6m
26m approx.
* variable due to TfNSW road widening
Future public domain

K20 Kings Bay (PRCUTS)

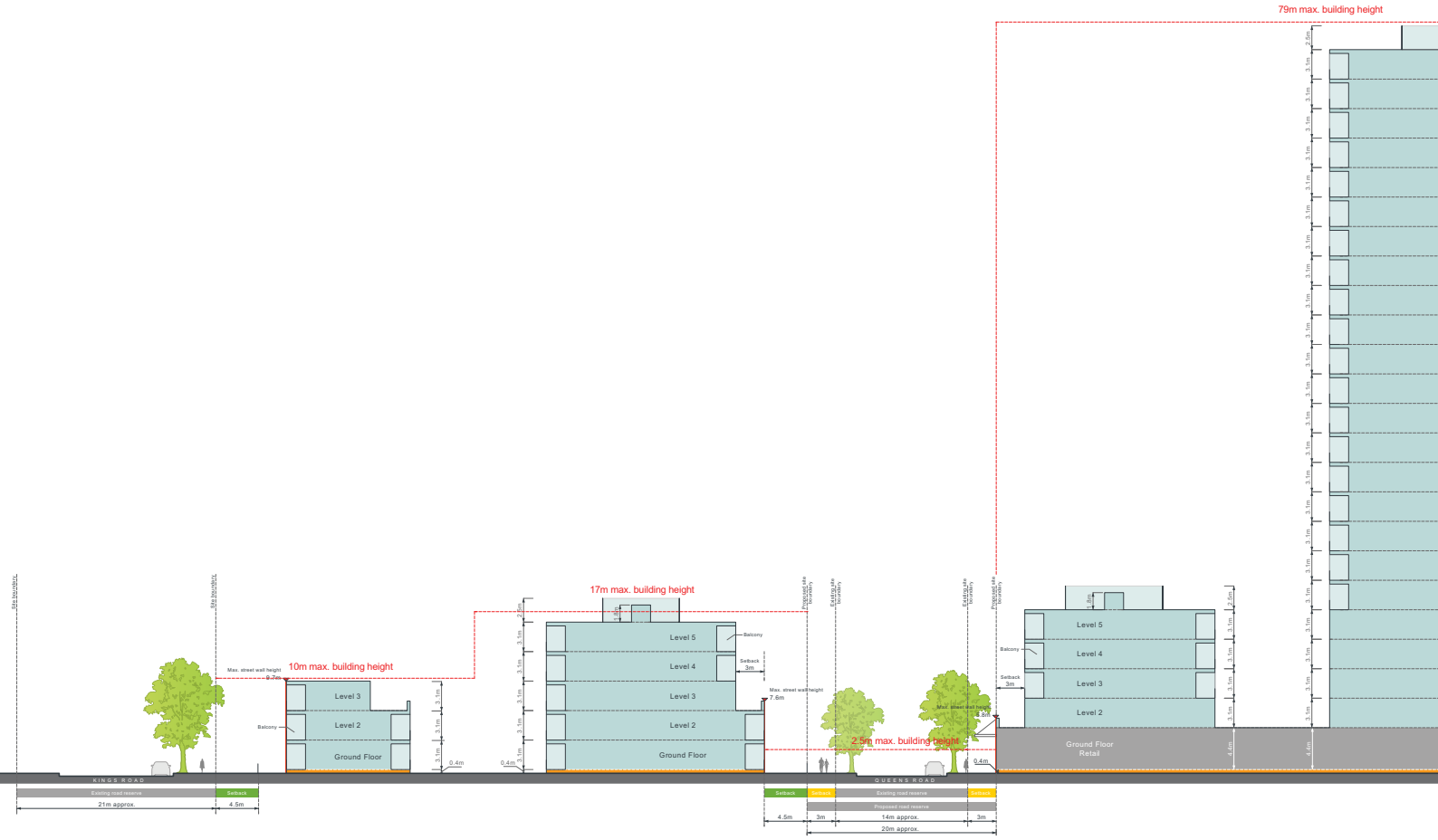


Figure K20-20 Built Form Envelope - Section C

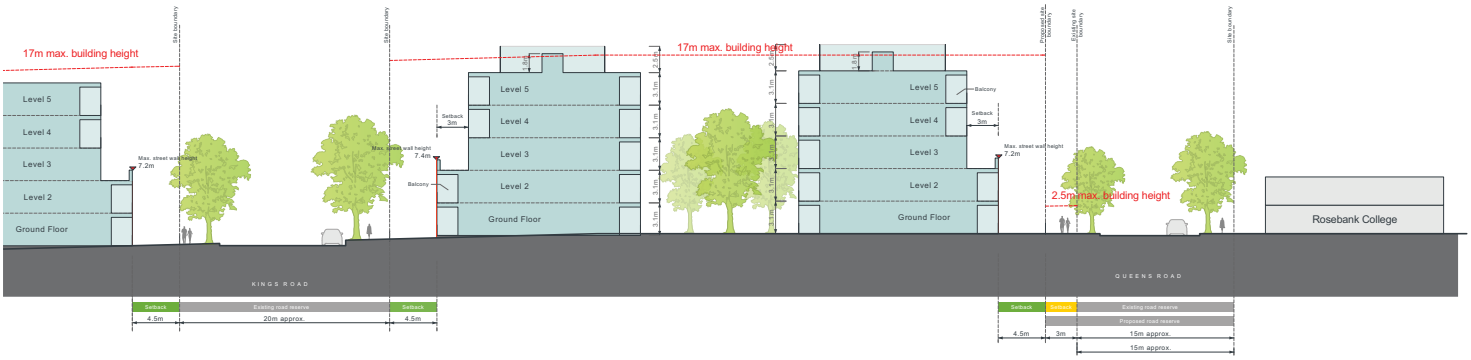
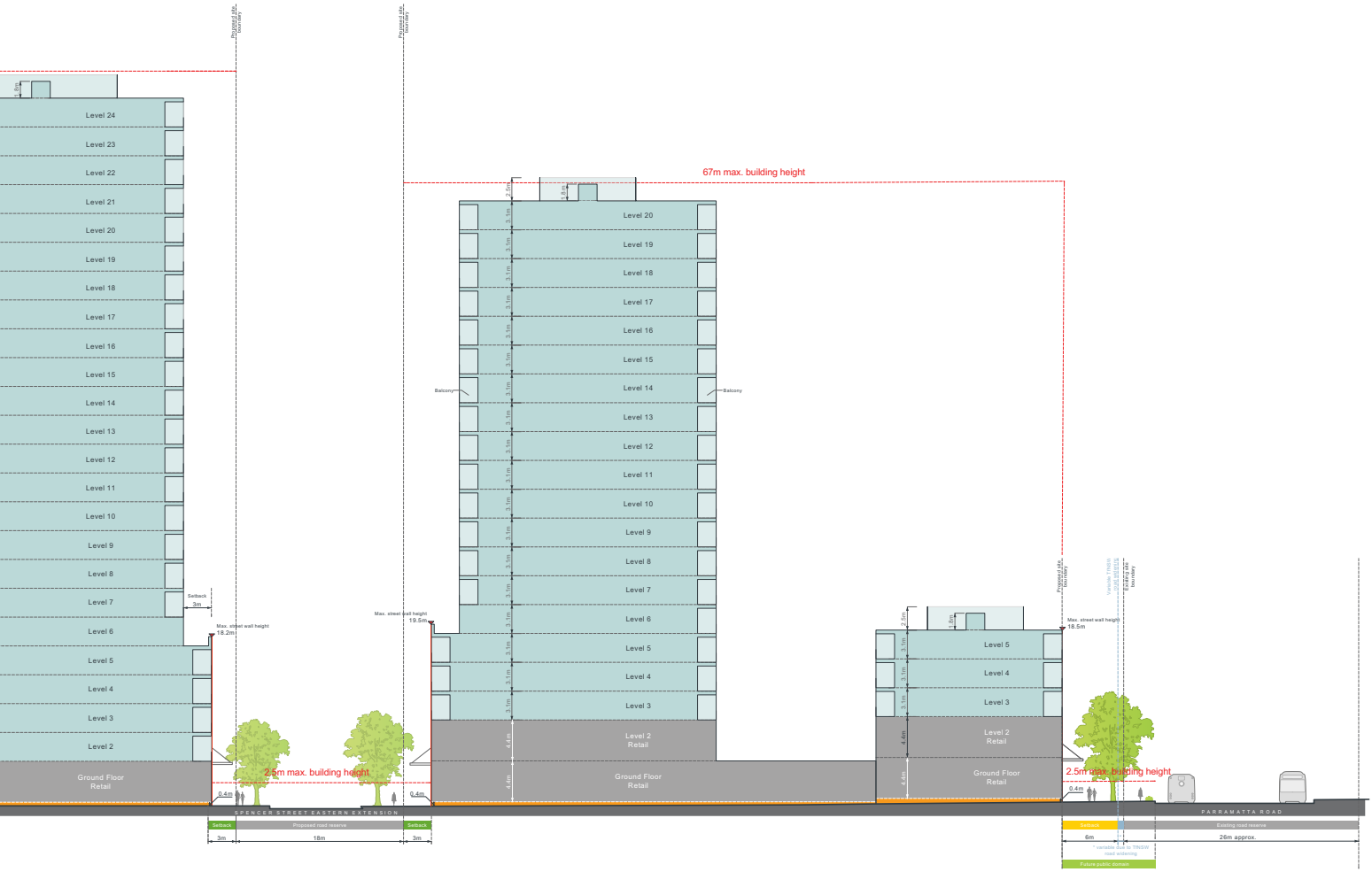
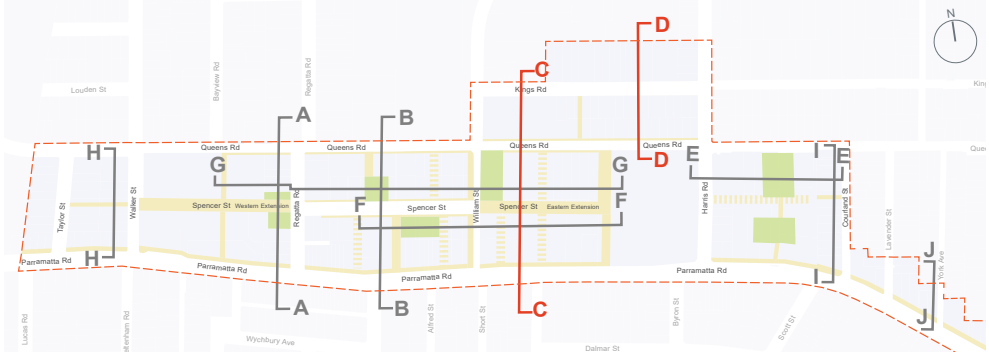


Figure K20-21 Built Form Envelope - Section D





Section Key Plan

K20 Kings Bay (PRCUTS)

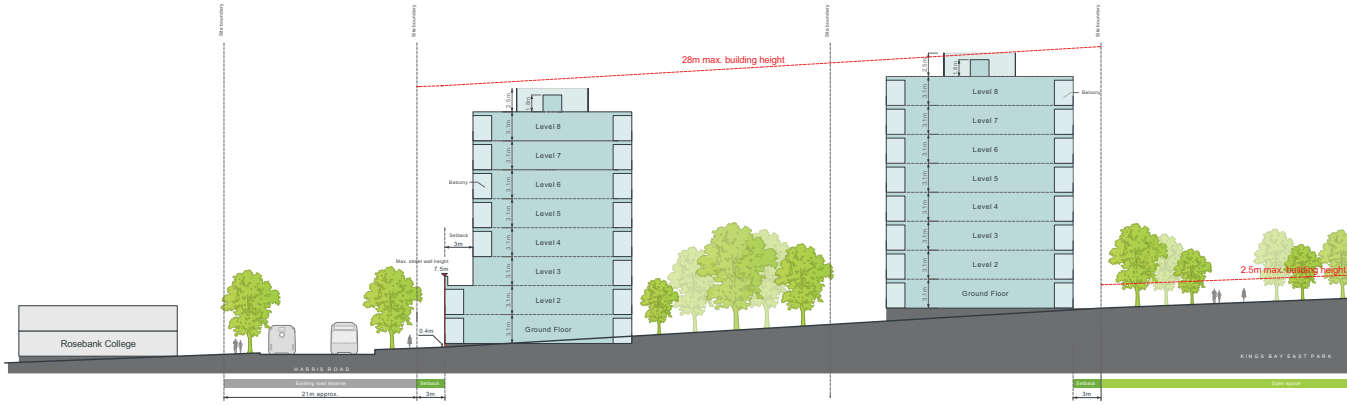


Figure K20-22 Built Form Envelope - Section E

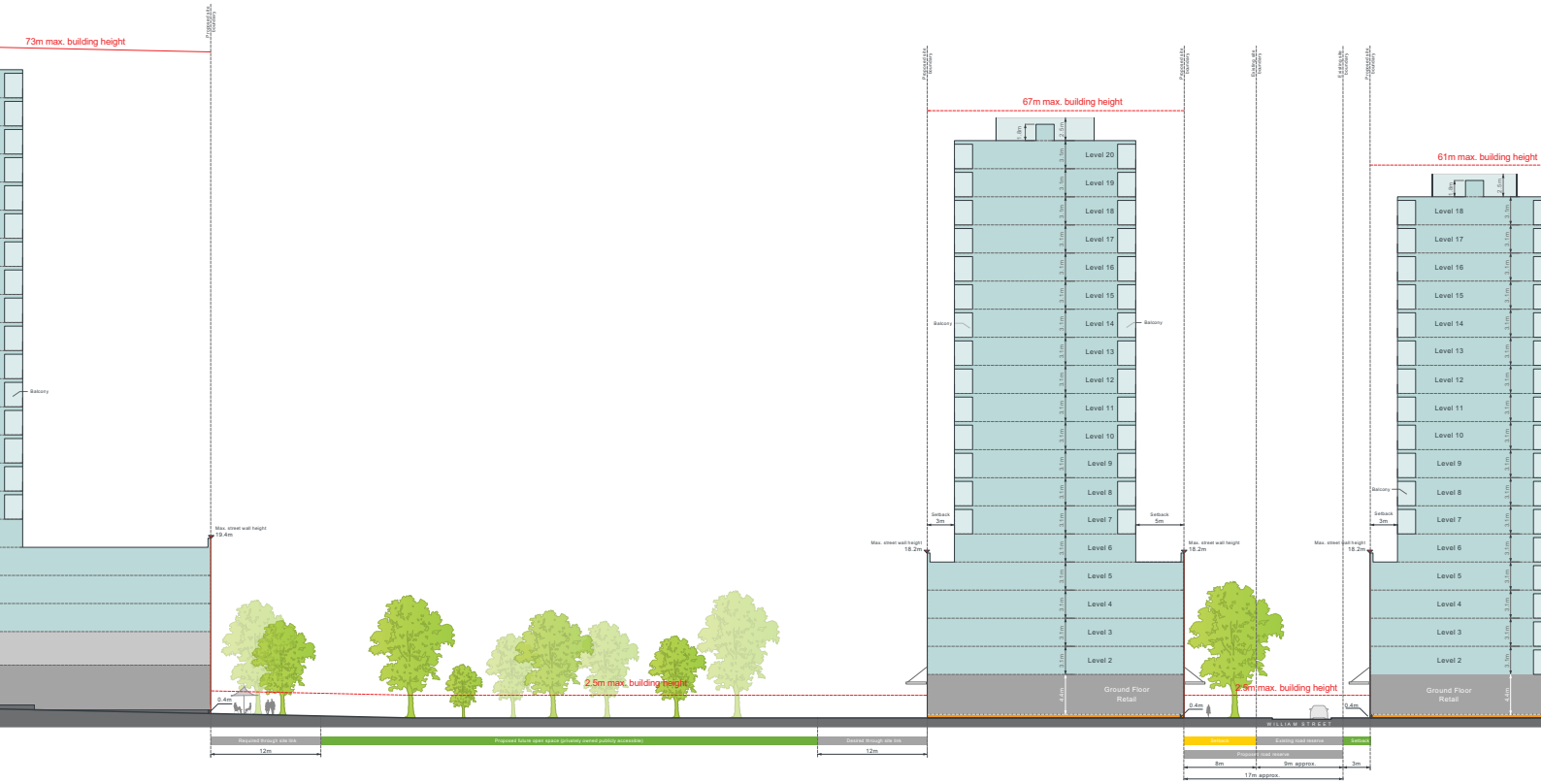


Figure K20-23 Built Form Envelope - Section F

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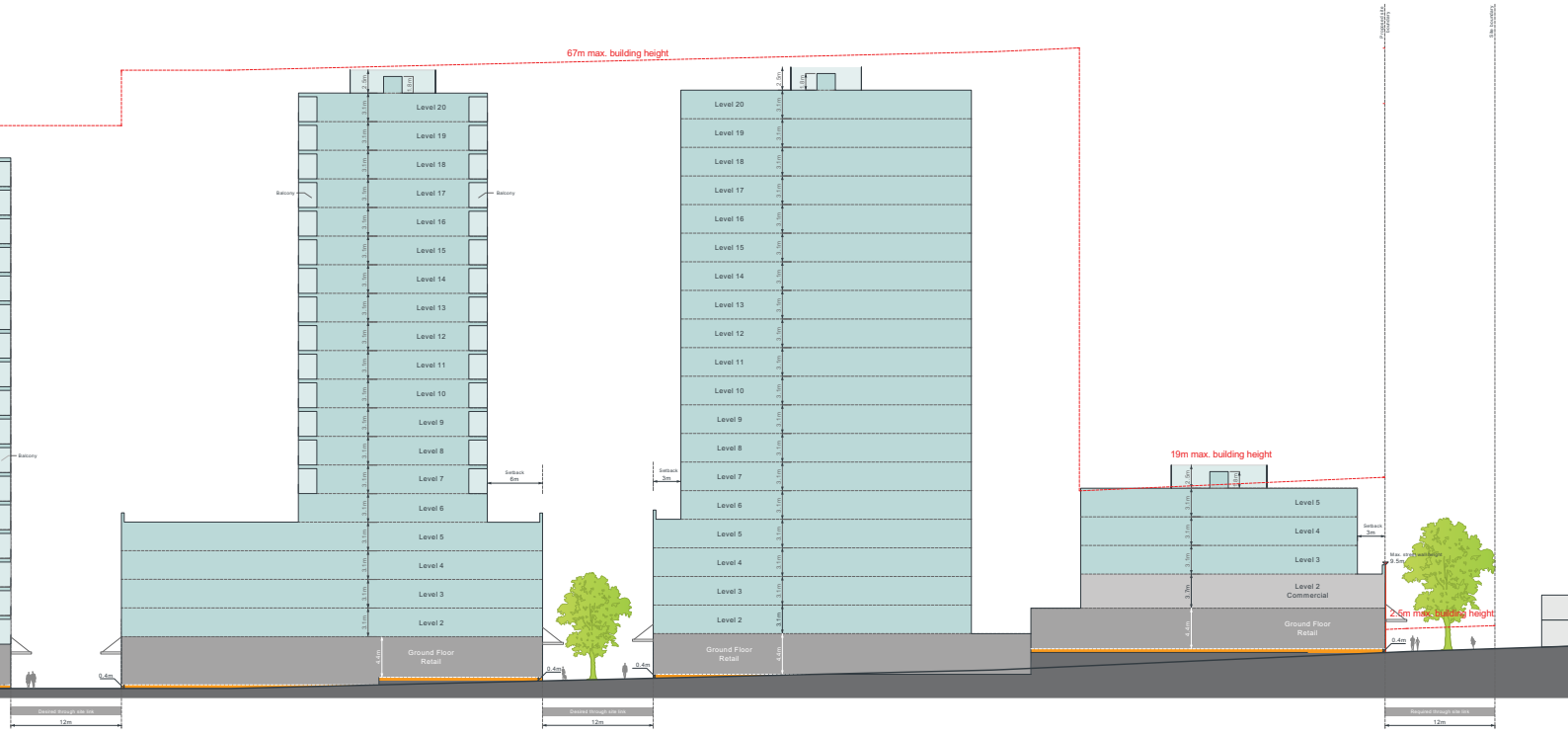

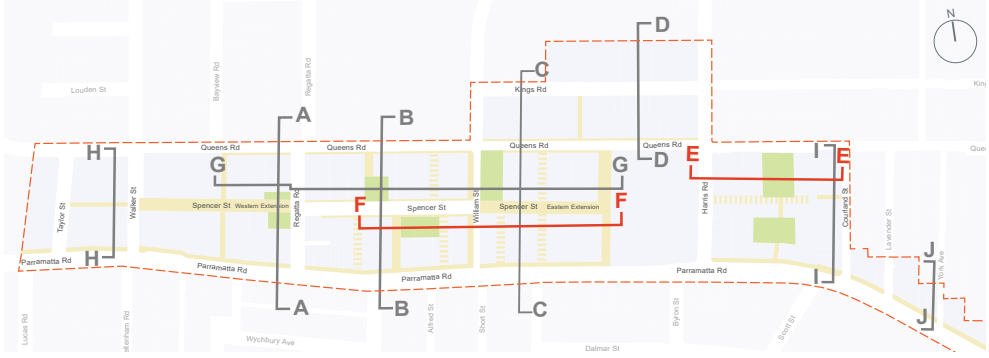

Section Key Plan

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K20 Kings Bay (PRCUTS)

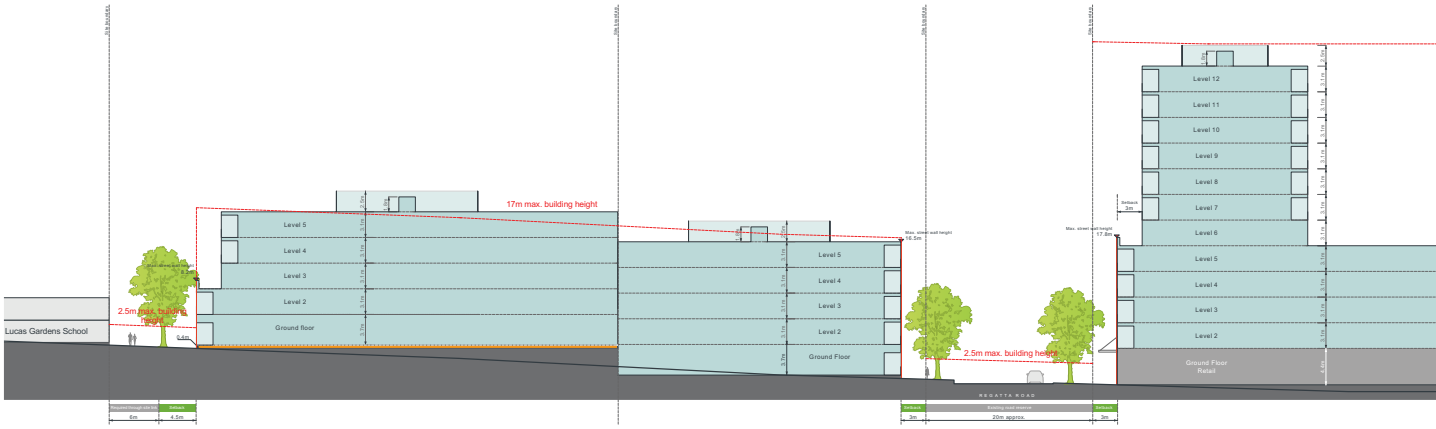


Figure K20-24 Built Form Envelope - Section G (west)

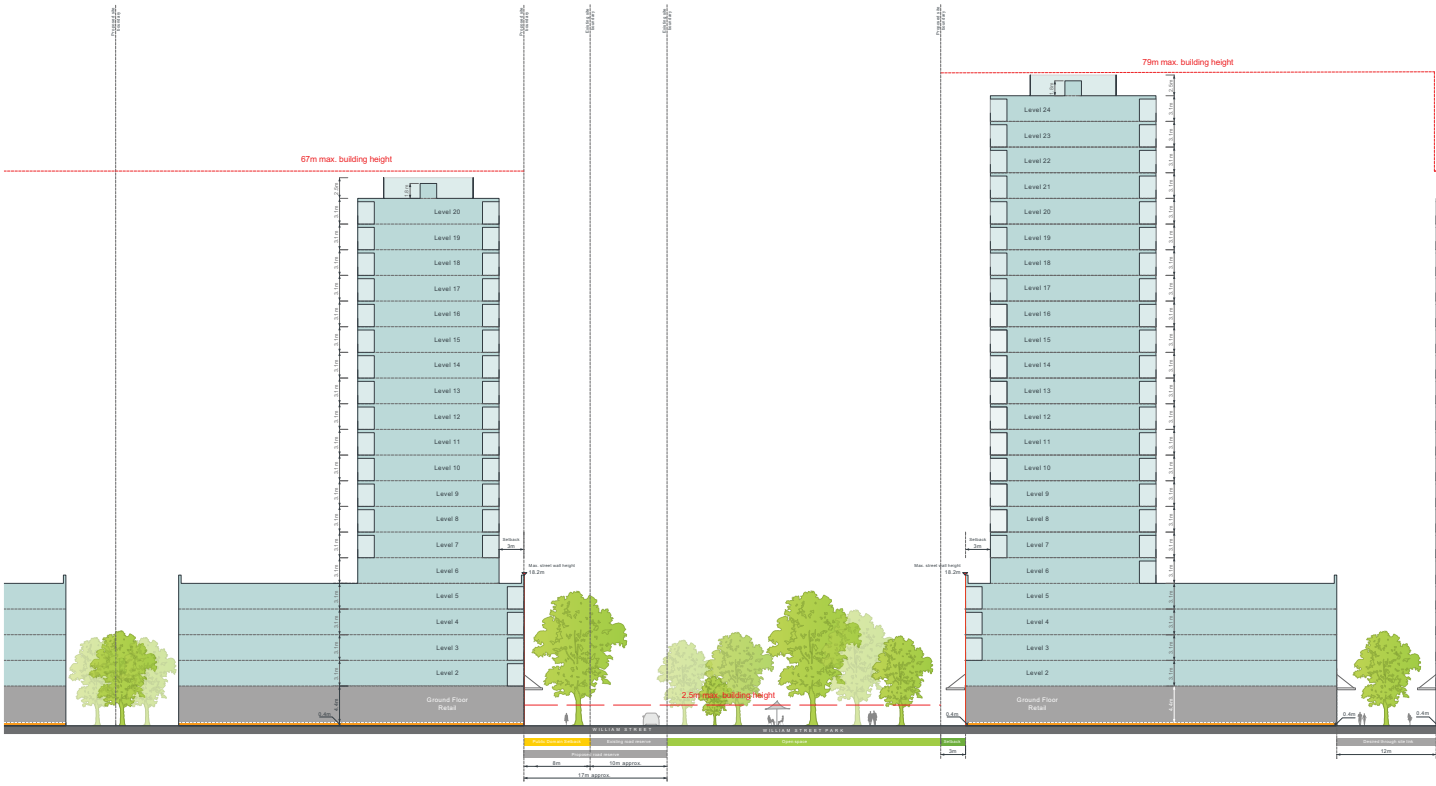


Figure K20-25 Built Form Envelope - Section G (east)

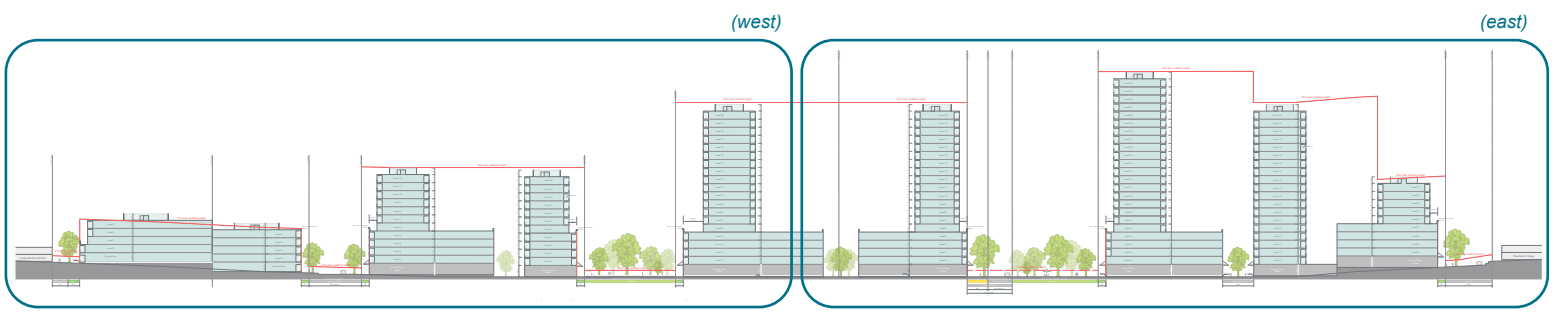
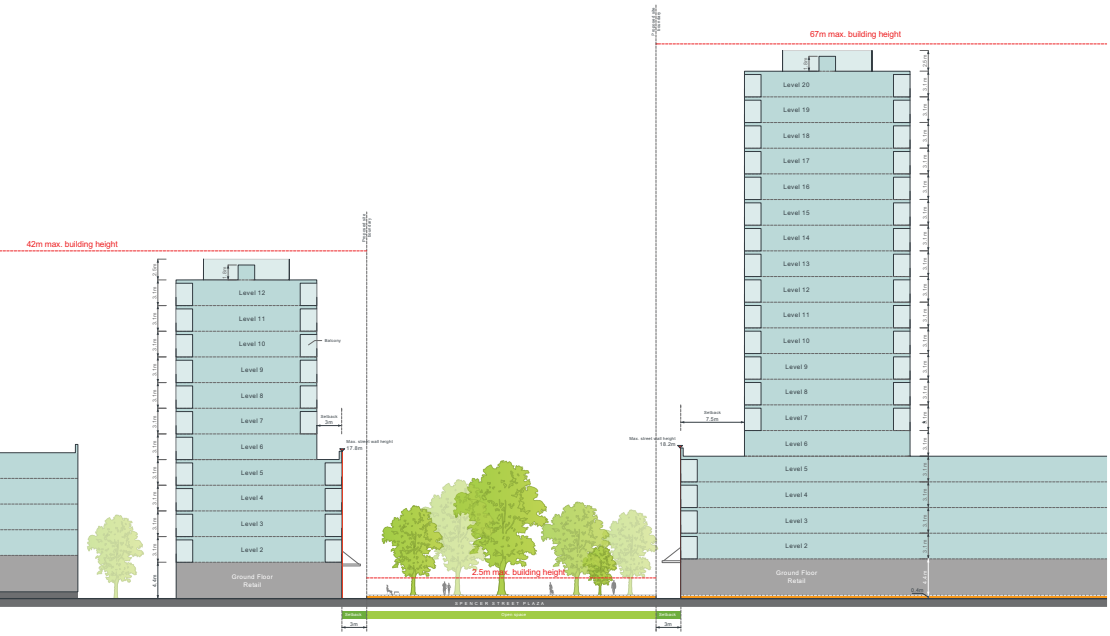
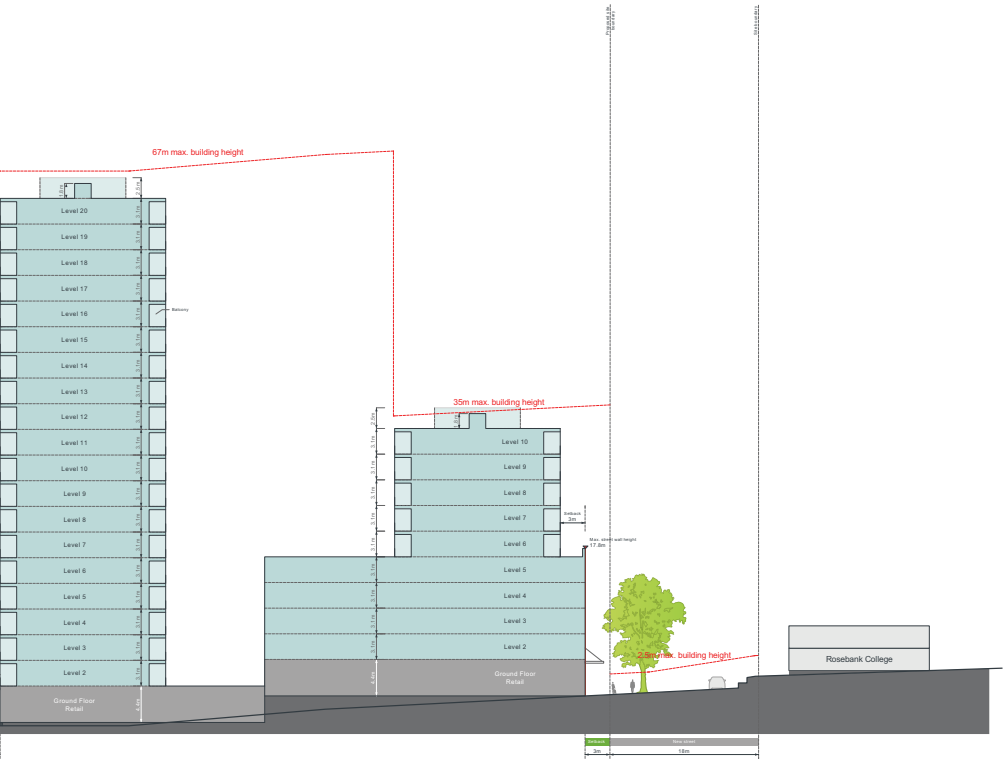
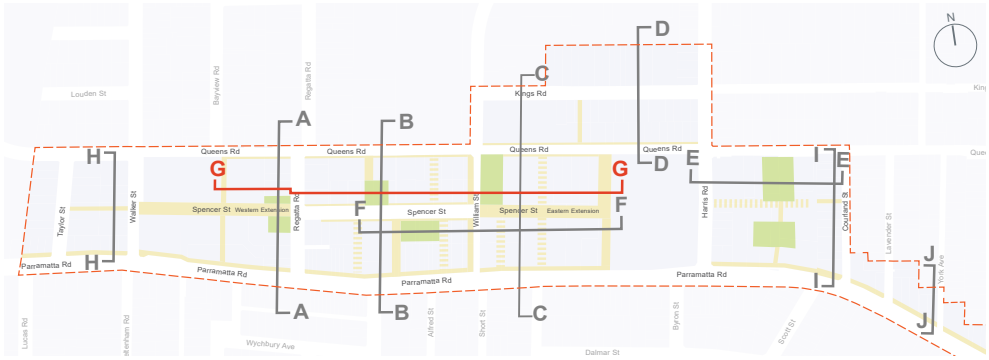


Figure K20-26 Built Form Envelope - Section G Key Section







Section Key Plan

K20 Kings Bay (PRCUTS)

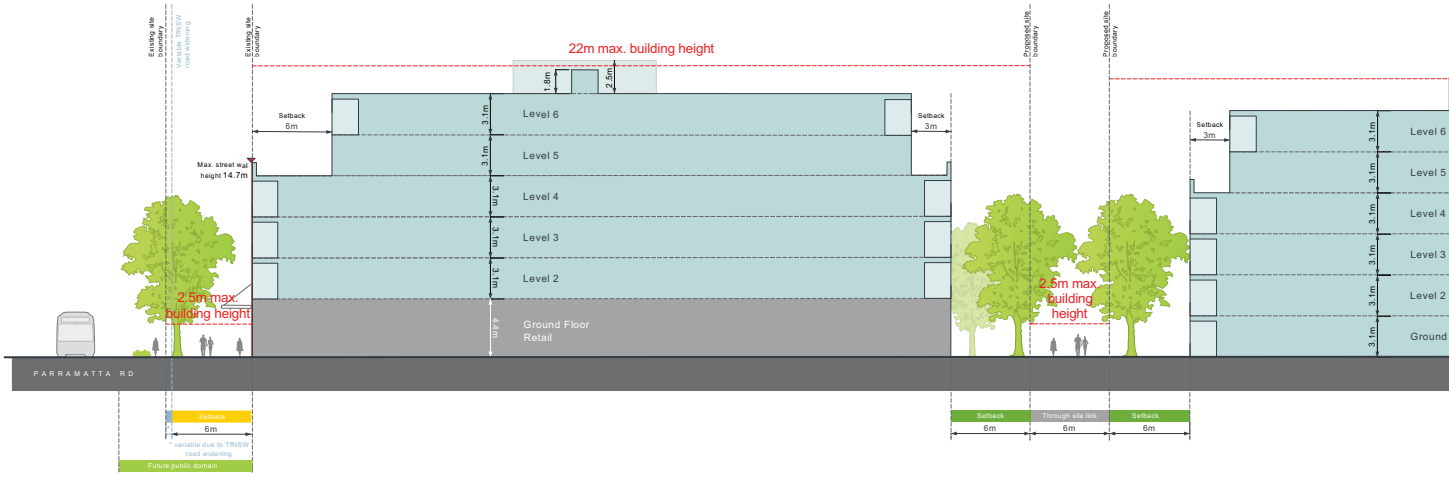


Figure K20-27 Built Form Envelope - Section H

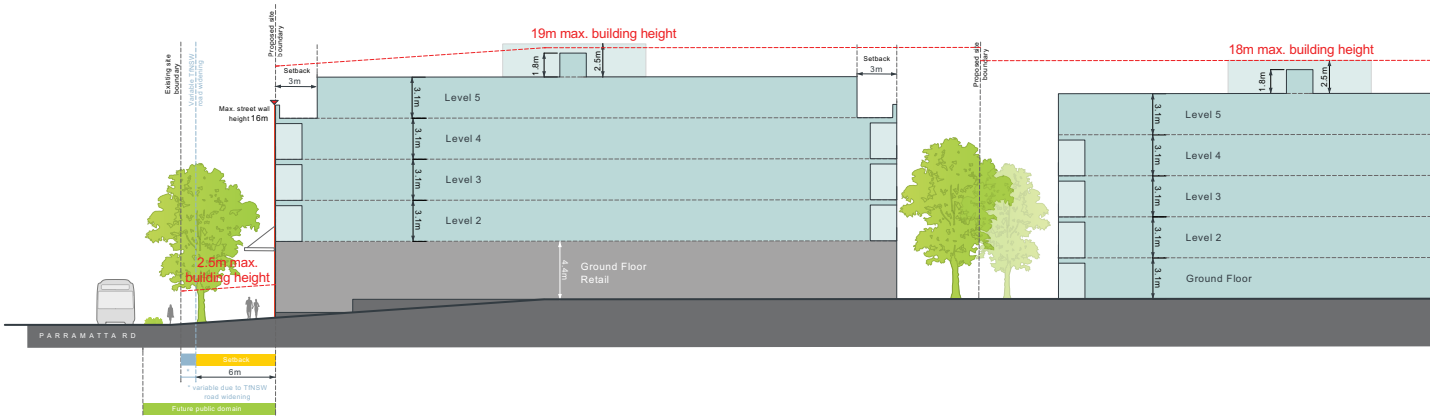


Figure K20-28 Built Form Envelope - Section I

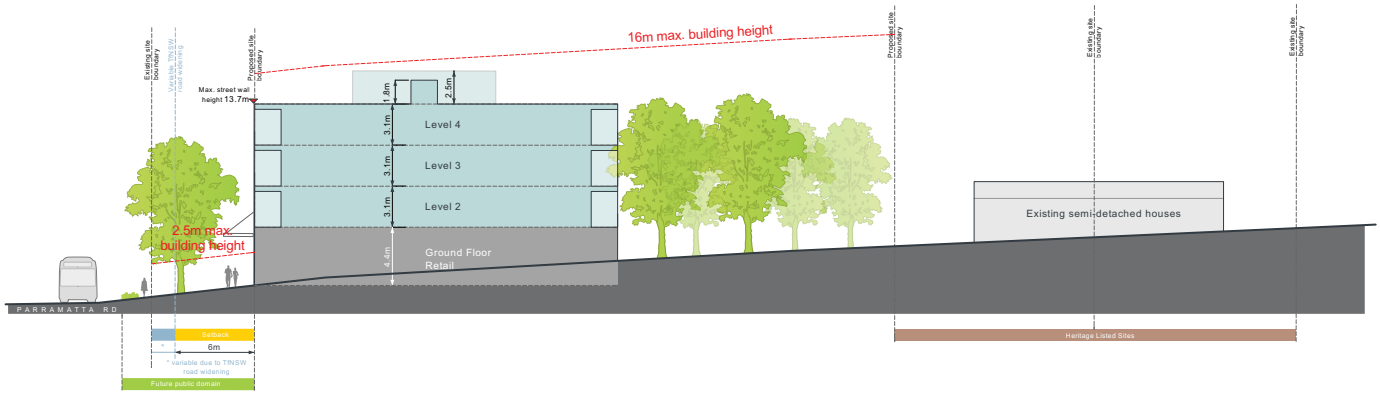
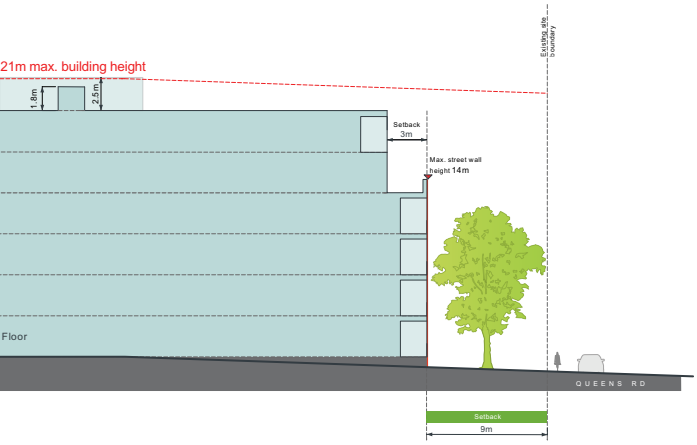
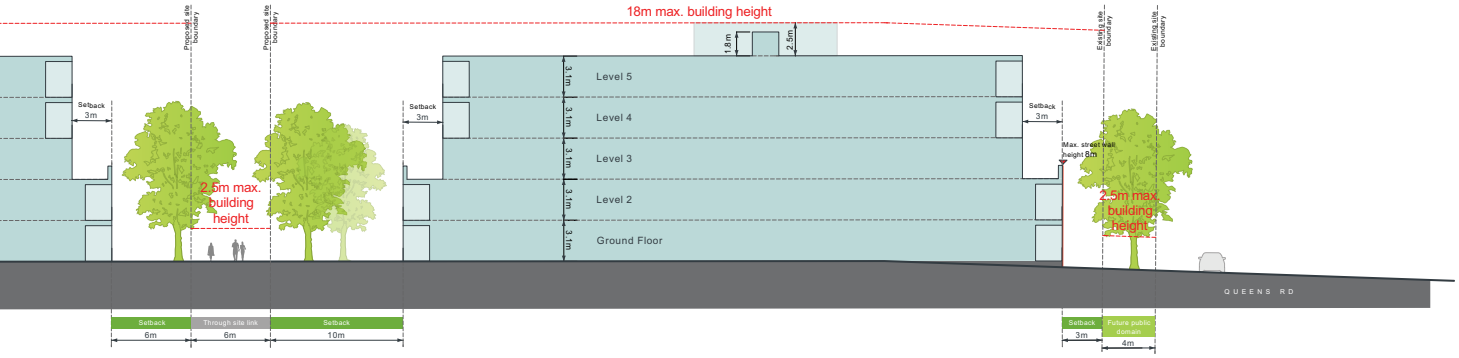
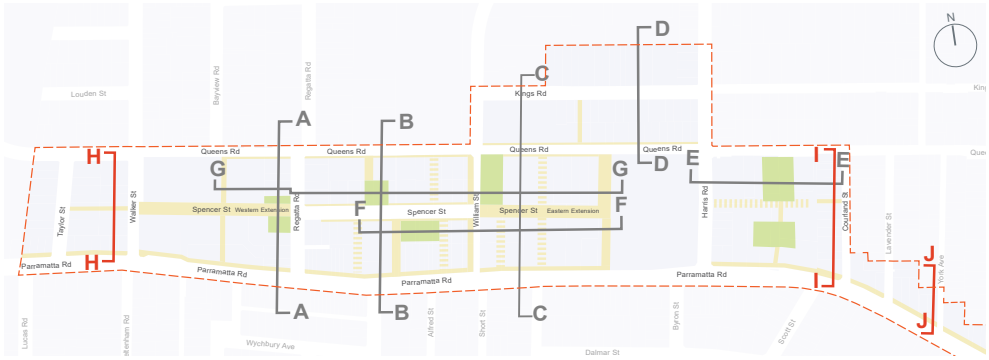


Figure K20-29 Built Form Envelope - Section J







Section Key Plan

K20 Kings Bay (PRCUTS)

K20.11 Transitions and Interfaces

Changes in height and scale will require transitions to sensitive interfaces such as existing low scale residential areas, heritage items and open spaces. New development will be required to respond to the overall scale and form of existing elements to preserve visual scale and to minimise loss of outlook, and privacy and maximise sun access of adjoining properties.

Objectives

O1 To encourage new development that is sensitive and complementary in scale and site location to surrounding properties.

O2 To minimise the impact on the visual curtilage and setting of existing heritage items.

O3 To protect residential amenity at the interface to existing low rise development.

O4 To ensure streets and open spaces receive adequate sunlight and ventilation.

Controls	
C1.	Where adjacent to low density residential interfaces and heritage items, new development should gradually step away in height and provide appropriate setbacks as identified in **Figure K20-30** and **Figure K20-31**.
C2.	Development along 'sensitive interfaces' (opposite lower residential uses and/ or heritage) pays particular attention to quality landscape and architectural detail along lower levels, and complies with the maximum building envelope identified in **Figure K20-15** to **Figure K20-17**, **Figure K20-30** and **Figure K20-31.**
C3.	Along all streets where future public domain is required to be delivered (such as the 'linear green edge' interface to Parramatta Road), development must comply with the primary and upper level setbacks shown in **Figure K20-10** to **Figure K20-12**, **Figure K20-15** to **Figure K20-17** and **Figure K20-32**. The following applies: a) treatment of the setback area is designed to be an extension of the public footpath area, is publicly accessible 24/7 and focuses on pedestrian amenity; and b) the setback area maximises deep soil to allow for mature vegetation with trees provided as outlined in *Section K20.18 Landscape Design.*

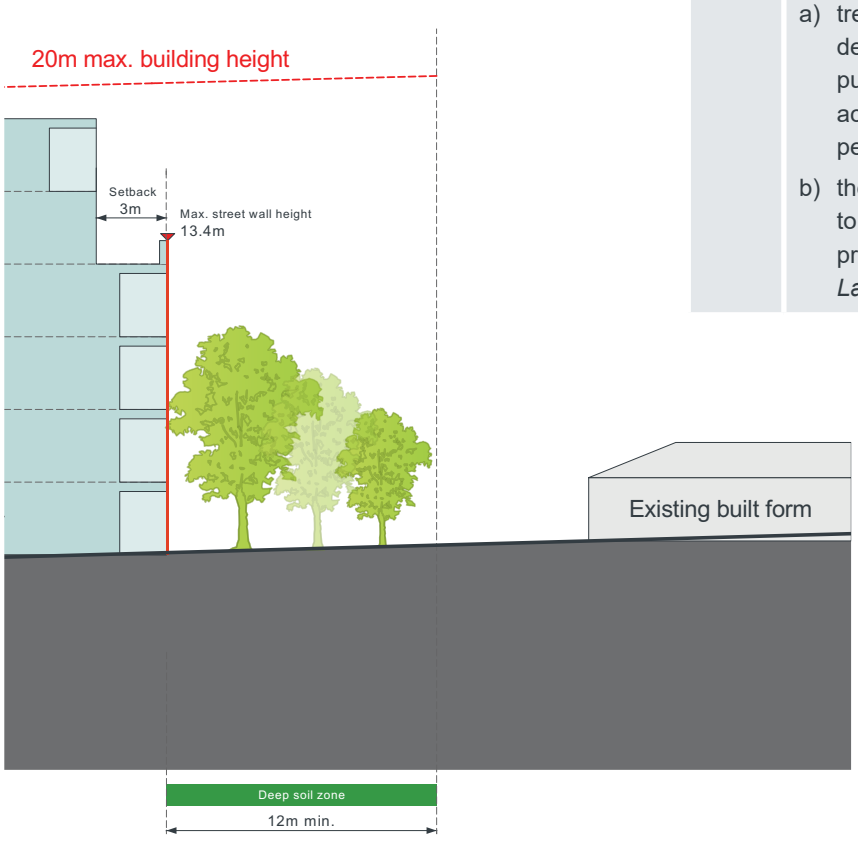


Figure K20-30 Interface to adjacent heritage and/or low rise residential

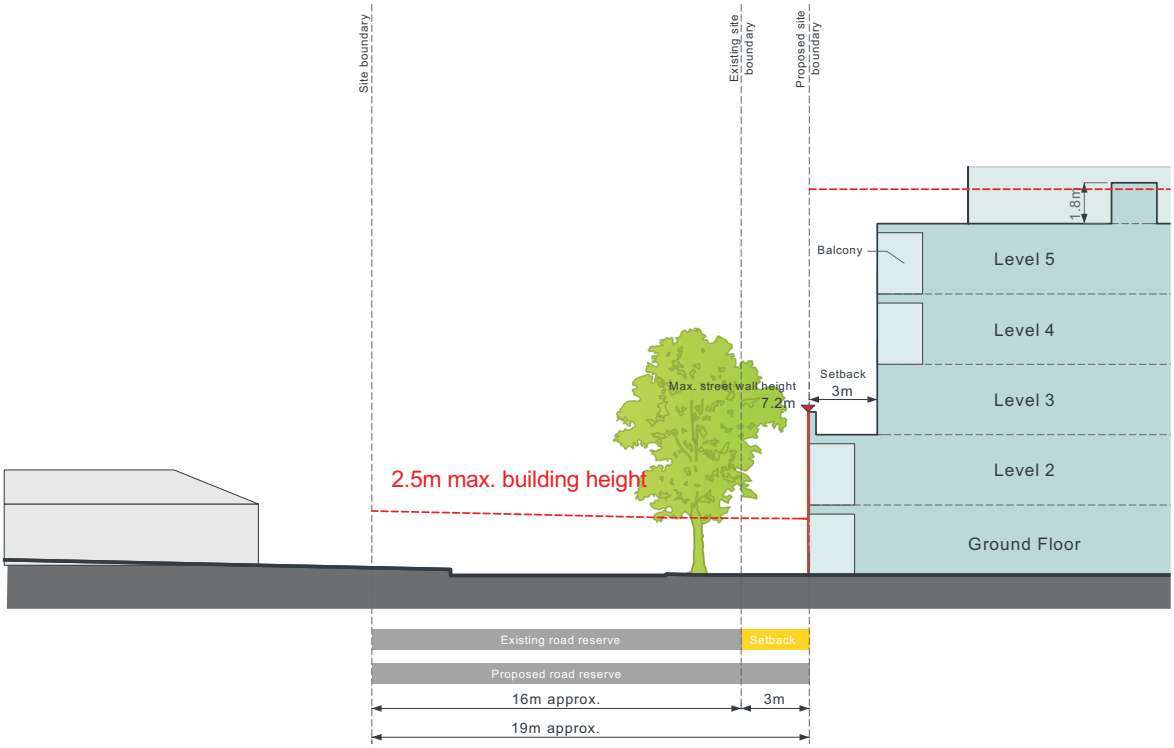


Figure K20-31 Interface to heritage and/or low rise residential across local street

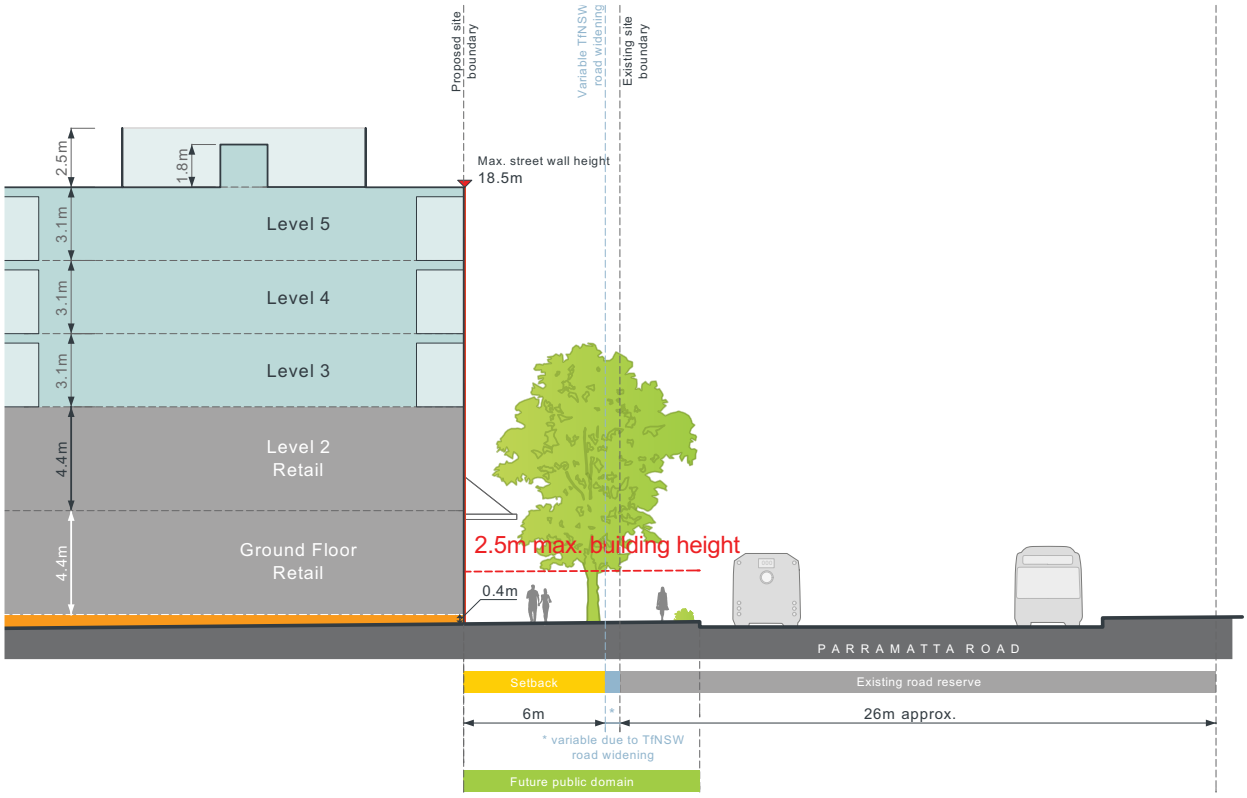


Figure K20-32 'Green edge' interface to Parramatta Road

K20 Kings Bay (PRCUTS)

K20.12 Interactive Frontages

Within residential zones the design of the development plays an important role in encouraging pedestrian activity and enhancing public safety and security. Developments which allow passive surveillance, where people within buildings are able to overlook the street and where passersby are aware of 'signs of life', promote streetscape activity and local interactions. Multiple entries to residential dwellings which allow residents to physically access homes directly off the street also provide visual interest and encourage streetscape activity.

Objectives

O1 To encourage new development that promotes activity on the street and enhances public safety and security.

O2 To encourage new development that provides a high level of passive surveillance.

O3 To ensure development provides a high quality visual experience and creates interest when experienced from a walking pace.

O4 To ensure private spaces and entries facing the street are safe, attractive and comfortable to use.

Front semi-transparent fences and landscaped setbacks with tree planting contribute to the amenity of the streetscape and support a positive pedestrian experience.

Controls	
C1.	Developments are to maximise the number of front doors and private spaces which are visible from the street. At a minimum there is to be a pedestrian entries and/or primary private open space overlooking the street every 15m.
C2.	Developments are to provide openable windows and balconies at upper levels that encourage views of the street.
C3.	Entries and private open spaces are encouraged within the 3m or 4.5m landscaped setbacks including a 1.5m wide strip of landscaping (see **Figure K20-33** and **Figure K20-34**) and other controls including those identified in *Section K20.18 Landscape Design* are also to be met.
C4.	Deeper front setbacks (greater than 5m) are discouraged (unless otherwise indicated). Landscaping and fences or structures higher than 0.9m within the front setback are not permitted.
C5.	All landscaping within the front setback is to maintain clear views from the footpath to the development.
C6.	Front fences are to be a maximum of 1.2m high and at least 50% is to be at least 50% transparent and enable a high level of passive surveillance.
C7.	Front terraces and entry areas are to be elevated by between 0.6m and 1.0m above the level of the street to improve privacy and increase opportunities for passive surveillance.
C8.	Development is to minimise services (i.e. substations, fire services and water services) located within the front setback, along the site frontage or on building facades.

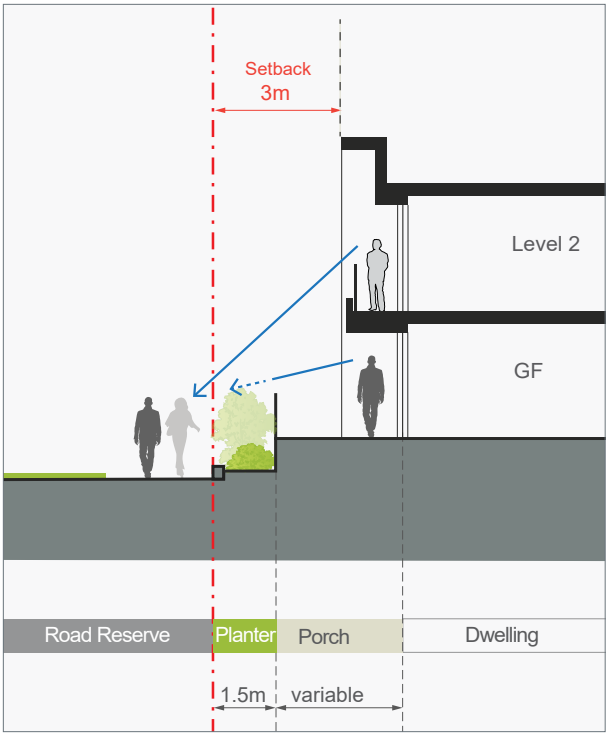


Figure K20-33 Indicative 3m front setback for residential ground floors

Landscaped setbacks with integrated entries and tree planting contribute to the residential streetscape.

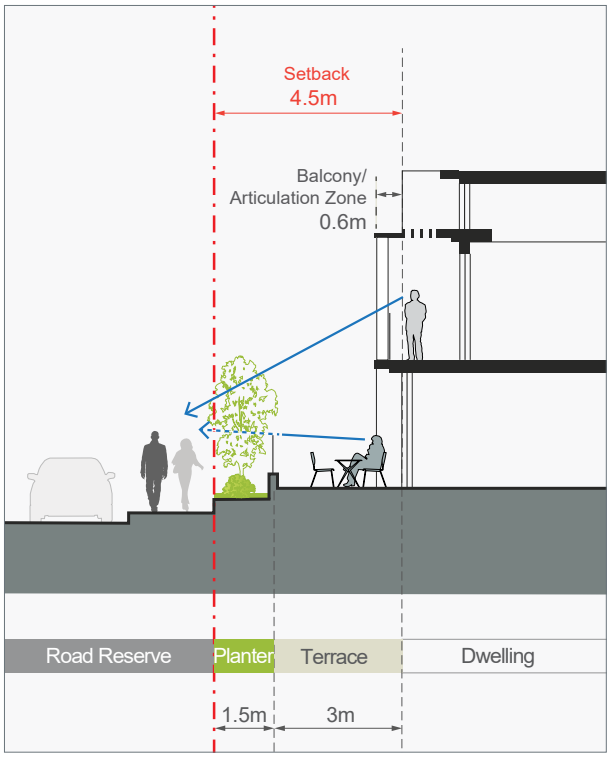


Figure K20-34 Indicative 4.5m front setback for residential ground floors

A low stone wall and visually permeable fencing provides privacy for ground floor units and passive surveillance of the street.

K20 Kings Bay (PRCUTS)

K20.13 Massing and Articulation

Detailed articulation and appropriate scale of built form defines and reinforces the identity and desired character of a place. The following architectural treatments are encouraged to create variety and interest in the streetscape while contributing to a sense of continuity and overall visual quality.

Objectives

O1 To ensure buildings and their individual elements are appropriately scaled to define and respond to the surrounding character.

O2 To add visual quality and interest to new buildings with a focus on breaking up massing of higher density forms when viewed from public places and neighbouring properties.

Controls	
C1.	Buildings that are 3 storeys or more are to be designed so that they clearly articulate a base, middle and top.
C2.	Facades are articulated using techniques such as projections, recesses, eave overhangs and deep window reveals. Where development is set back at least 3m from the site boundary, elements can protrude up to 0.3m into the front setback (articulation zone).
C3.	The maximum length of straight wall on any storey above ground floor level, without articulation such as a balcony or return, is 15m.
C4.	New development is to place particular focus on creating a 'human scale' at the lower levels through the use of detailed design, insets and projections that create interest and, where relevant, the appearance of finer grain buildings.
C5.	Where frontages are more than 20m wide, building massing is also to be vertically articulated.
C6.	Vertical elements such as support walls and columns at the street level are ideally to be continued to the upper levels to support a vertical rhythm along the street.
C7.	For built form that is 3 storeys or more, the upper-most level is set back and visually unobtrusive. Ways to achieve this include the use of lightweight construction techniques, darker colours, solid balustrades and roof overhangs that create deep shadows.
C8.	Adjoining buildings are considered in terms of setbacks, awnings, parapets, cornice lines and facade proportions.
C9.	Roof plant, lift overruns, vents, carpark entries and other service related elements are integrated into the built form and complement the architecture of the building.
C10.	Buildings on corners address both streets and architectural elements are composed so that they 'turn the corner'.

Example of an building that is vertically articulated into two components and differentiates between base, middle and top

K20.14 Heritage and Fine Grain

A 'fine grain' of narrow lots provides a significant contribution to the character of the precinct and often includes traditional shop fronts, roofs with parapets, corner buildings and upper level verandahs. This historic pattern of elements creates a streetscape of character and, together with listed heritage items, should be retained and protected wherever possible.

Objectives

O1 To ensure that development in the vicinity of heritage items is designed and sited to protect its heritage significance.

O2 To avoid new development physically dominating and overwhelming heritage items.

O3 To enable the consolidation of small individual lots into larger lots whilst ensuring the original subdivision pattern is represented.

Controls	
C1.	Development in the vicinity of a heritage item is to minimise the impact on the setting of the item by: a) providing an adequate area around the building to allow interpretation of the heritage item; b) retaining original or significant landscaping (including plantings with direct links or association with the heritage item); c) protecting, where possible and allowing the interpretation of archaeological features; and d) retaining and respecting significant views to and from the heritage item.
C2.	All development of and in the vicinity of a heritage item is to address the requirements of *Part C Heritage of the City of Canada Bay DCP.*
C3.	Alterations and additions to buildings and structures and new development of sites in the vicinity of a heritage item are to be designed to respect and complement the heritage item in terms of the building envelope, proportions, materials, colours and finishes, and building and street alignment.
C4.	Where additional storeys are proposed above a heritage building, the new front wall should be set back from the existing front building line by a minimum of 8m.
C5.	Where a finer grain existing subdivision is present and lot consolidation is proposed, the subdivision pattern and fine grain is to be interpreted in the architectural treatment of the facades, e.g. through building layout, composition, modulation and vertical articulation.
C6.	All development of, or in the vicinity of, heritage items must submit a heritage impact assessment as part of the DA. It should be noted that the assessment may lead to setbacks, building heights and built form modulation that may differ (are less than) the minimum provisions outlined in this DCP.

K20 Kings Bay (PRCUTS)

K20.15 Safety and Accessibility

The way in which buildings address streets, links and open space creates an important transition between public and private land. The careful design of this interface zone contributes to the liveliness, interest, comfort and safety of the public domain. Good accessibility to and from new development increases activity levels further and contributes to the visible activity in a neighbourhood.

Objectives

O1 To ensure new development supports the wider neighbourhood and community safety and maximises opportunities for passive surveillance.

O2 To encourage ground floor activities to spill out into the public domain and create a vibrant streetscape (active frontages).

O3 To incorporate a high degree of accessibility into the design of new buildings and the public domain that considers the various mobility levels of future users, i.e. disabled and elderly.

O4 To achieve good design and equitable access in flood planning areas.

O5 To minimise hazards and property damage from flooding.

O6 To create activated frontages on sites that also need to consider flooding impacts.

Controls	
C1.	New development addresses and defines the public domain through entrances, lobbies, windows and balconies that overlook public spaces, maximising opportunities for passive surveillance.
C2.	The location and width of vehicle entries is to minimise impacts on the pedestrian network.
C3.	All building entries are clearly visible from the public domain. Access is to be provided according to: a) Active Frontages: at ground level unless it can be clearly demonstrated that it is unreasonable to meet this requirement and a suitable urban design outcome can be achieved which would be applicable in this specific instance only. b) Interactive frontages for residential development in the R3 Medium Density zone: at ground level and set in a landscaped front setback that is to be raised above natural ground level to between 0.6m and 1.0m.
C4.	To avoid blank walls and create visual interest, the maximum length of any wall at the ground floor level, without articulation such as a door or window is 5m.

C5.	Residential uses on the ground floor can be raised to a maximum of 1.0m above the footpath level to improve internal privacy. Direct access from the footpath to individual dwellings is required wherever possible.
C6.	Front fencing for residential uses on the ground floor are to display an appropriate balance of visibility and outlook, informal surveillance of the street and privacy for residents and building users. Fences are to be a maximum height of 1.2m and at least 25% transparent. Solid walls are only acceptable to a maximum height of 0.6m.
C7.	Common areas for building users/ residents are encouraged within the front setback with seating facilities located close to the public footpath to encourage surveillance of the street, visible activity and social interaction.

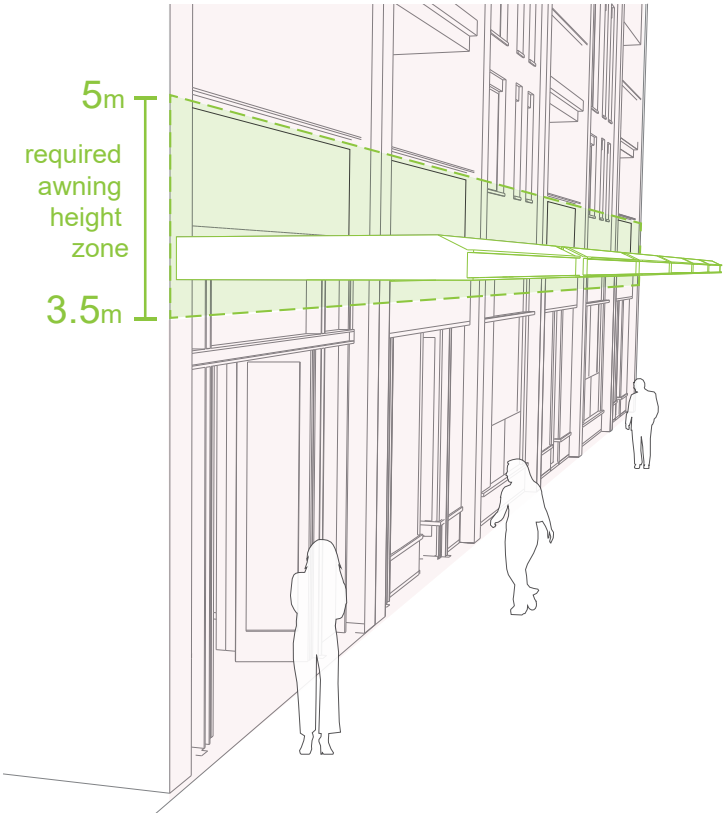
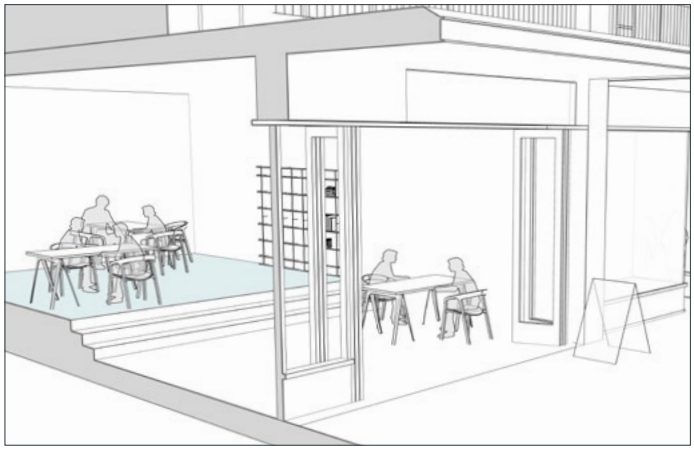


Figure K20-35 Awnings are to be between 3.5m and 5m above ground level along active frontages

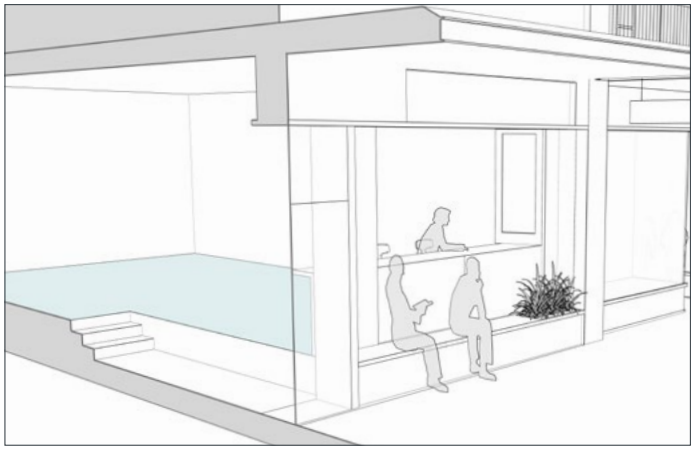
Figure K20-36 Awnings should be designed to allow for street tree planting

K20 Kings Bay (PRCUTS)

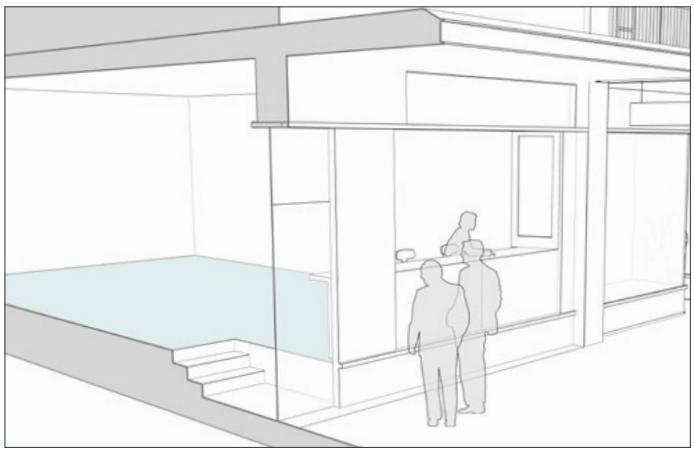
Controls	
C8.	Active frontages are provided as identified in **Figure K20-13**.
C9.	Along active frontages: a) the finished ground floor level is to match the footpath level; where this is not possible due to topography, the ground floor level is to be a maximum of 0.4m above the footpath, unless the building is located within an area vulnerable to flooding; b) in flood prone areas where the ground floor is elevated above the footpath or adjoining public open space, street activation is to be created by locating entries at footpath level, and with internal steps. Any elevated areas outside are to form an activated continuation of the interior and are not to create a visual barrier to the interior (see **Figure K20-37**). c) continuous awnings must be provided to shelter pedestrians from weather conditions; d) awnings should be designed to allow for street tree planting; e) awnings are to be between 3.5m and 5m above ground level (see **Figure K20-35**; f) consistent paving, street furniture, signage, planting and lighting is desireable; and g) design guidance in **Figure K20-14** is applied where possible with long expanses of floor to ceiling glass prohibited.
C10.	To identify sites and relevant controls for flood prone land, refer to CCB General DCP Controls - B8 Flooding Control.



Building entry at street with internal steps/ ramp/ retractable stair/ lift system to elevated floor above flood level



Elevated active areas against the street boundary with integrated seating



Elevated active areas against the street boundary

Figure K20-37 Strategies to achieve street level activation in flood prone areas

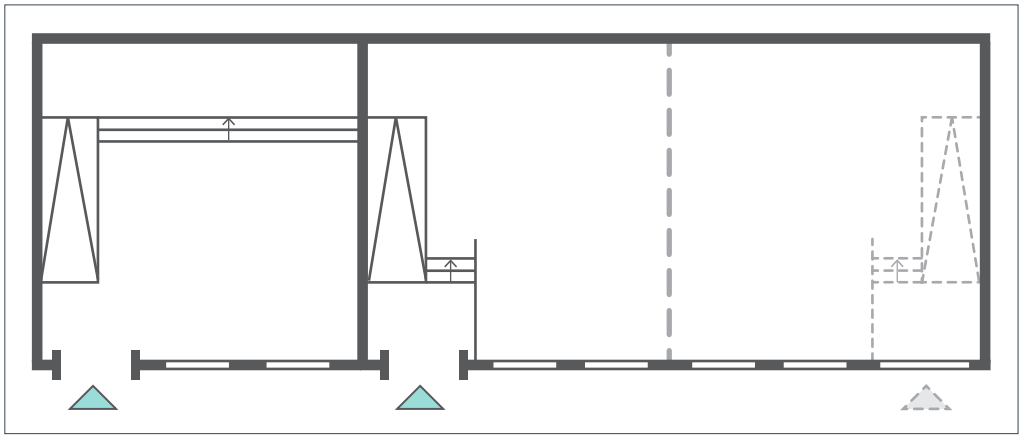


Figure K20-38 Example of design options that provide street activation and flexibility for future changes in a flood zone. The right-hand tenancy has been designed to allow future subdivision, including a new doorway and internal transition area.

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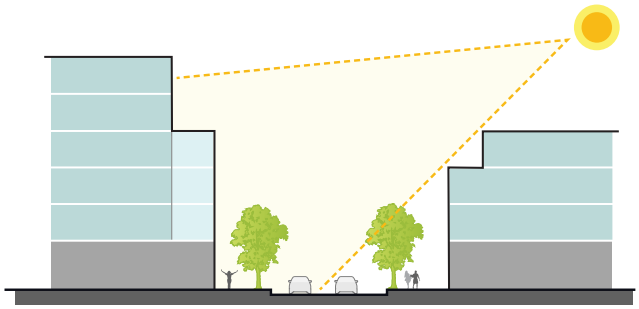
K20.16 Amenity



New housing and employment uses need to provide a high level of amenity for future residents and building users. At the same time, development is required to protect and where possible enhance the quality of the public domain and adjoining private properties. The following controls seek to help maximise privacy, solar access and outlook for all. This section also identifies design treatments to mitigate air quality and noise impacts for development along Parramatta Road.

Objectives

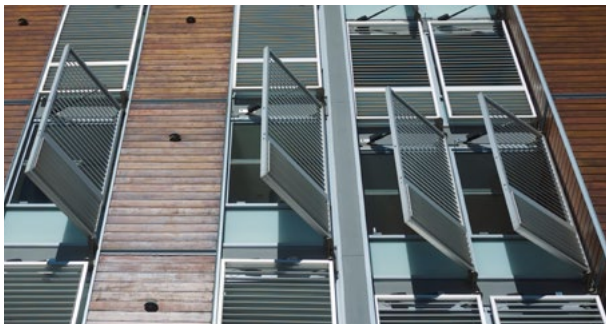
C1. To minimise the impact of new development on the outlook, privacy and sun access of adjoining properties.

C2. To minimise overshadowing of streets, links and public open spaces.

C3. To protect building users from negative impacts (noise, air quality, vibration) from Parramatta Road.

Controls	
C1.	Siting and built form configuration optimises solar access within the development and minimises overshadowing of adjoining properties.
C2.	Taller elements of built form are oriented north-south where possible. The height and modulation of east-west buildings allows solar access to courtyard spaces (where courtyards are appropriate).
C3.	Louvres, shading devices and windows are able to be operated by buildings users where possible, to allow building occupants to regulate climatic conditions rather than rely solely on mechanical systems.
C4.	Development along Parramatta Road is to consider the provisions of the *State Environmental Planning Policy (Infrastructure) 2007* and *Development Near Rail Corridors and Busy Roads Interim Guidelines* and the design approaches illustrated in **Figure K20-40**.
C5.	For residential components of new development, noise sensitive areas (living rooms, bedrooms) are located away from Parramatta Road where possible.
C6.	Windows located towards Parramatta Road are double-glazed (or use laminated glazing) and have acoustic seals.
C7.	Habitable rooms (excluding balconies) are to be designed to achieve internal noise levels of no greater than 50dBA.

Example of a public square with good solar access, seating facilities and active frontages.



All building users should have the opportunity to open windows and operate privacy screens and sun shading devices.

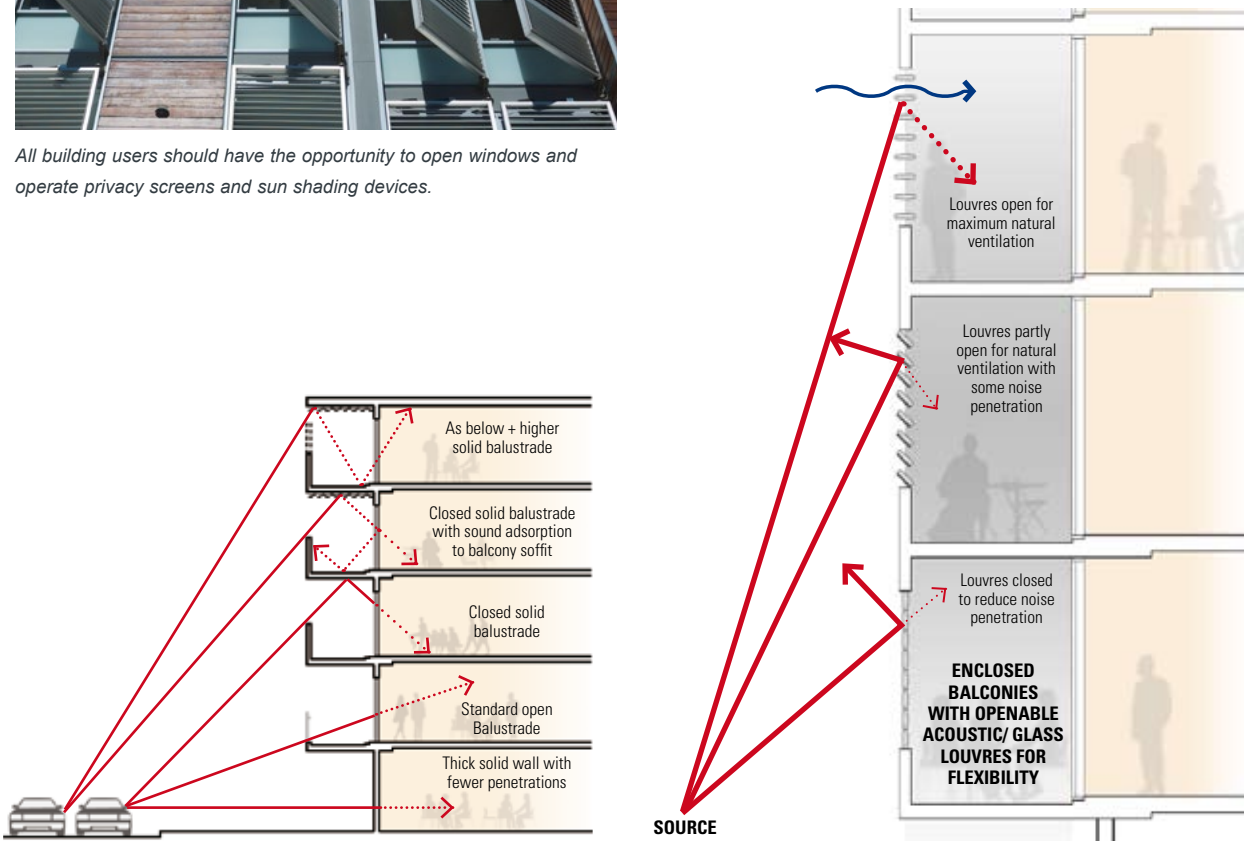


Figure K20-39 Noise mitigating facade treatments

(Source: Development Near Rail Corridors And Busy Roads Interim Guideline, NSW)

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K20.17 Appearance

The design of buildings contributes to the streetscape character and adds visual richness, complexity and interest. In addition, the selection of signage, materials, finishes and colours should have regard to compatibility to the surrounds and consider robustness, durability and ease of maintenance.

Objectives

O1 To ensure building exteriors positively contribute to the desired future character of the area and streetscape.

O2 To respect and reflect the area's history as an industrial precinct with building finishes, fixtures and detailing that are compatible with Kings Bay's industrial character.

O3 To ensure that signage is integrated and not detrimental to the local character by limiting its cumulative impact with other signage.

Example of balconies with a balance of solid and void in the facade composition and treatment.

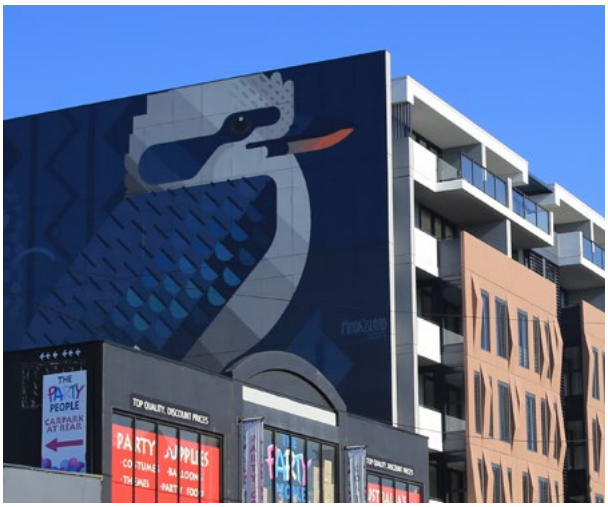
Facade design

Controls	
C1.	The composition of facades balances solid and void elements and does not display large areas of a single material, including reflective glass.
C2.	External walls are constructed of high quality and durable materials and finishes with low maintenance attributes ('self-cleaning') such as face brickwork, rendered brickwork, stone, concrete and glass.
C3.	Any blank sidewalls (including temporary walls that may be covered in the future) that are visible from the public domain are designed as an architecturally finished surface that complements the main facade.
C4.	Visually prominent elements such as balconies, overhangs, awnings, and roof tops are to be of high design quality.
C5.	Roof plant, lift overruns, utilities, vents and other service related elements are to be integrated into the built form design and complementary to the architecture of the building.
C6.	Materials and finishes are to be consistent with late 19th century and early 20th century industrial and warehouse buildings, which typically included: • Internal walls of exposed face brickwork, rendered or painted brickwork, or sandstone. • Floors typically of timber or concrete. • Windows were either timber or steel-framed. • Street frontages and window surrounds were typically of exposed face brickwork, rendered or painted brickwork, or sandstone. • High ceilings, with exposed structural elements and utilities (pipes, ducts and vents), that reflect the original functions that required clearance or storage space.

Signage and advertising

Controls	
C7.	Signage is to comply with the requirements of State Environmental Planning Policy No 64-Advertising and Signage. Also refer to requirements in the *City of Canada Bay DCP Part I Signage and Advertising.*
C8.	Signage is to be integrated into the overall architectural design. Advertising signs should complement the design of buildings and the overall character of the precinct. Signage must relate to an approved use on the site.
C9.	The main facades of buildings from the first floor to the rooftop or parapet are to be uncluttered and generally free of signage.
C10.	Freestanding signs are not to be located on the top of buildings and should not impact on the skyline when viewed from the street. Signs painted on or applied to the roof of a building are not permitted.

Contemporary use of face brickwork



Blank sidewall temporarily covered with public art

K20 Kings Bay (PRCUTS)

K20.18 Landscape Design

Landscape design plays an important role in the successful integration of new development into the surrounding streetscape and context. It enhances the appearance and amenity of the area, provides for recreation, preserves biodiversity and improves micro-climatic conditions.

Landscape and built form need to be designed together and landscaped areas should not be generated by 'left-over spaces' resulting from building siting. A portion of the landscaped area is required to be deep soil suitable for the growth of mature trees and vegetation.

Objectives

O1 To promote high quality landscape design as an integral component of the overall design of new development, softening the appearance of buildings.

O2 To improve the local micro-climate, native fauna and flora habitats and control climatic impacts on buildings and outdoor spaces.

O3 To allow adequate provision on site for infiltration of stormwater, deep soil tree planting, landscaping and areas of communal outdoor recreation.

Precinct Wide

Controls	
C1.	Existing street trees and landscape features are to be retained wherever possible. All 'significant trees' that are identified as either High Significance or Medium Significance in the PRCUTS Public Domain Plan are to be retained and assessed by a suitably qualified Arborist. Refer also to CCB DCP Part B General Controls, *B6.3 Urban Forest* and *Australian Standards - AS 4970-2009 Protection of Trees on Development Sites*.
C2.	The layout and key design features of all parks and plazas are to be as per the PRCUTS Public Domain Plan
C3.	Landscape design complements the proposed built form and minimises the impacts of scale, mass and bulk of the development in its context.
C4.	Landscape design highlights architectural features, defines entry points, indicates direction, and frames and filters views from and into the site.
C5.	For development along Parramatta Road, a minimum of 1 canopy tree per 10m of length of frontage is to be planted in the 'green edge' setback area, capable of reaching a mature height of at least 10m.
C6.	For development along all other streets (excluding active frontages) a minimum of 1 canopy tree per 12m of frontage is to be planted. New trees are to be capable of a mature height of at least 6m.
C7.	Where surfaces on rooftops or podiums are used for community open space, the development must demonstrate at least 50% of the accessible roof area is shaded by a shade-structure or covered with vegetation, including tree canopy.
C8.	Where surfaces on rooftops or podiums of Residential flat buildings, Shop top housing or Commercial premises are not used for community open space, for example solar PV or heat rejection, the development must demonstrate at least 75% of the remaining roof area or podium is covered in vegetation, including tree canopy.
C9.	A minimum of 40% projected tree canopy coverage on publicly accessible streets and laneways, unless it can be clearly demonstrated that it is unreasonable to meet this requirement and a suitable urban design outcome can be achieved which would be applicable in this specific instance only.
C10.	A minimum of 75% projected tree canopy coverage shall be achieved for all parks.
C11.	Adequate soil volume is to be provided for the tree species. In areas where deep soil is restricted, opportunities for structural soil or under paving vault systems should be included to meet these requirements. Where the building setback is 1.5m or less, additional uncompacted soil volumes are to be provided under pavements to provide the soil volumes suitable for the tree species.

C12.	Tree planting is to be prioritised in the planning and design of all public domain areas and, where possible, utilities to be bundled, undergrounded and located away from tree planting areas.
C13.	Tree species are to be selected for their respective micro-climatic suitability and need to provide a high level of urban amenity, noting that the duration and density of overshadowing from buildings will impact the growth and species suitability.
C14.	A landscape architect to be engaged to ensure that: • the architectural planning, building footprint and basement engineering result in adequate deep soil zones and podium planter boxes. • the deep soil zones are located in areas where canopy and landscape outcomes will best serve the future users and general architectural amenity. • species selection considers site suitability, shade requirements of any communal open space and solar access into internal building spaces.

Mixed Use Zone

Controls	
C15.	A minimum of 15% projected tree canopy coverage shall be achieved for all private land (i.e. non-public) developments. This shall be measured as the projected square metre canopy of the trees using reasonable estimates of the mature size of the chosen trees.
C16.	Trees are to be planted in sufficient deep soil to support them to maturity (refer to PRCUTS Public Domain Plan for soil volumes). A tree shall be as defined by City of Canada Bay's LEP.
C17.	Tree coverage may include trees planted at ground level as well as any trees planted in upper levels of buildings, such as podiums and roofs. It may also include any canopy overhanging from an adjoining public domain area.

Residential Zones

Controls	
C18.	Development consent must not be granted unless the development achieves at least 25% canopy cover across the site, identified on the landscape plan and measured by the extent of canopy at maturity.
C19.	Native species must comprise at least 75% of the plant schedule, incorporating a mix of locally indigenous trees, shrubs and groundcovers appropriate to the character of the area (see CCB DCP Part *B6 Urban Ecology* and *Appendix 3 - Tree Species* for further details).
C20.	A minimum of 30% of the total site area is to be provided as landscaped area. *Note: landscaped areas are used for growing plants, grasses and trees, but do not include any building, structure, basement or hard paved areas such as paths and driveways.*
C21.	50% of the required landscaped area is to be deep soil with deep soil planting (trees and shrubs) and a preference for native species.
C22.	Calculation of landscaped and deep soil areas is not to include any land that has a length or a width of less than 1.5m.
C23.	Trees and vegetation provide a high degree of amenity and environmental benefit. Their selection and location should: a) Provide shade in summer and sun access in winter to building facades and public and private open spaces; b) Reduce glare from hard surfaces; c) Channel air currents into built form; and d) Provide windbreaks, screen noise and enhance visual privacy where desirable.
C24.	For residential development in the R3 Medium Density zone, at least 50% of the front setback area is required to be deep soil.

K20 Kings Bay (PRCUTS)

K20.19 Sustainability and Resilience

To create sustainable, resilient and affordable communities along the Corridor, the PRCUTS identifies that the following three key areas of intervention should be pursued:

1) High performance buildings;
2) Reduced and decoupled strategic parking; and
3) Urban resilience and infrastructure delivery.

Further details are provided in the Parramatta Road Corridor Sustainability Implementation Plan and should be considered when assessing proposals.

Objectives

O1 To deliver world leading urban transformation of the precinct by exceeding current sustainability requirements.

O2 To mitigate the impacts of climate change on key infrastructure and assets.

Controls	
C1.	A residential flat building or a mixed use development (that contains dwellings) which complies with **Table K20-1** is eligible for an amount of additional residential floor space (above that already permitted elsewhere under this Plan) equivalent to that which exceeds the floor space ratio as shown on the Floor Space Ratio Map or Incentive Floor Ratio Map (as applicable to that development) by up to 5%, subject to the consent authority being satisfied that this additional residential floor space does not adversely impact on neighbouring and adjoining land in terms of visual bulk and overshadowing.
C2.	Future development should demonstrate consistency with the smart parking strategies and design principles outlined in *Section K20.20 Access and Parking.*
C3.	Public domain and buildings shall be designed to reduce localised heat created by the urban heat island affect by: a) maximising canopy cover along all streets, particularly along Parramatta Road, Queens Road, Spencer Street and Spencer Street extension; b) developments within the R3 zone are to provide at least 25% canopy cover across the site, identified on the landscape plan and measured by the extent of canopy at maturity; c) maximising the use of vegetation on buildings, including above ground parking facilities; d) encouraging vegetation, green roofs, green walls and materials with a high solar reflectance index on at least 50% of the surfaces of all buildings with western and northern building facades; and e) complying with landscape DCP guidelines within *Section K20.18 Landscape Design.*
C4.	Flow rates from the site should not be more than pre-development site discharge.
C5.	Stormwater run-off quality should seek to reduce annual loads of: a) total Nitrogen by 45%; b) total Phosphorus by 65%; and c) total suspended solids by 85%.
C6.	All new streets should implement water sensitive urban design treatments at the point source across all catchment areas.
C7.	Development consent must not be granted unless the building, or part of a building, contains both potable water pipes and recycled water pipes for the purposes of all available internal and external water uses.

Table K20-1 Energy and Water Targets by Use

Use	Energy Target	Water Target
Residential		
<14 storeys	BASIX Energy 50	BASIX Water 50
15 - 29 storeys	BASIX Energy 40	
30 - 39 storeys	BASIX Energy 35	
40+ storeys	BASIX Energy 30	
Commercial and Retail Development < 10,000m² GFA*		
Smaller scale non-residential development is governed by the National Construction Code, and should demonstrate consistency with relevant requirements of the Code.		
Commercial Development ≥ 10,000m² GFA*		
Base building and/or individual tenancies	NABERS 5-star	NABERS Water 4-star NABERS Water 5-star should be pursued where recycled water is available
Shopping Centre Development*		
Base building only	NABERS 5-star	NABERS Water 4-star NABERS Water 5-star should be pursued where recycled water is available

**Source: PRCUTS Planning and Design Guidelines, Urban Growth, Nov 2016*

Maximising canopy cover significantly improves the micro-climate and supports active transport choices.

All new streets and pedestrian/ cycle links should implement water sensitive urban design treatments (WSUD).

K20 Kings Bay (PRCUTS)

K20.20 Access and Parking

The location of car parking has a significant impact on pedestrian safety and the quality of the public domain. Vehicle access points need to be integrated carefully to avoid potential conflicts with pedestrian movement and the desired streetscape character.

Objectives

O1 To transition to lower car ownership and support the uptake of walking, cycling and public transport use.

O2 To minimise the visual impact of car parking areas and vehicle access points.

O3 To minimise conflicts between pedestrians and vehicles on footpaths, particularly along pedestrian desire lines such as Spencer Street.

Parking and access design

Controls	
C1.	Vehicular access points minimise visual intrusion and disruption of the streetscape, emphasise the pedestrian experience and maximise pedestrian safety.
C2.	The width and height of vehicular entries is kept to a minimum. Roller doors or gates should be integrated with the architectural design of the development. Vehicular entry/ exit points are to be recessed by at least 0.5m behind the building line.
C3.	The public footpath treatment is to be continued across driveways to create a threshold, signal pedestrian priority and slow vehicle speeds.
C4.	Vehicle access points are not permitted along active street frontages that are identified as Vibrant and are to be minimized on Friendly and Mixed Facades. Where rear or side access is not possible, development without parking will be considered.
C5.	At grade parking is not permissible within any of the setback zones and, only if unavoidable due to proximity to the Metro tunnel, is to be sleeved with active uses to shield the car parking from the street.
C6.	Parking is to be designed to be 'adaptable' and able to be converted to other uses in the future. Underground car parking and basement spaces are to have a minimum floor to floor height of 3.7m to be able to be converted to commercial uses. At ground level parking areas are to have a minimum floor to floor height of 4.4m to be able to be converted to retail uses. Above ground parking areas are to have a minimum floor to floor height of 3.7m (second floor level) to be able to be converted to commercial uses, or 3.1m-3.7m (above second floor level) to be able to be converted to commercial or residential uses.
C7.	Where unavoidable due to topography, basement parking can only protrude above natural ground level by a maximum of 0.4m in R4 zone and 1.0m in R3 zone. Car parking cannot protrude into the front setback area within an R3 zone.
C8.	Parking is not permitted to be visible from streets and open spaces. Access to parking via a driveway, lane or basement carpark entry is permitted if one access point services a minimum of 5 dwellings. Front garages, carports and individual driveways are not permitted.
C9.	Development sites are encouraged to provide below-ground car parking that is interconnected to and shared with, or is able to be interconnected in the future to, the below-ground car parking on adjoining sites and developments In order to facilitate rationalisation of vehicle entry points and to increase future planning flexibility.

Car parking

Controls	
C10.	Off street parking is to be provided in accordance with the maximum rates identified in (residential uses) and (non-residential uses).
C11.	On-street parking to be integrated to the streetscape and parallel to the kerb.
C12.	Parking is to be listed on a separate title (unbundled) from the development.

Shared parking

Controls	
C13.	Shared parking rates should be provided in accordance with the occupancy rates provided in **Table K20-2**. Shared parking is parking shared by more than one user, which allows parking facilities to be used more efficiently.
C14.	Parking requirements for non-residential uses may be shared and potentially reduced where it can be determined that the peak parking requirements occur at different times (either daily or seasonally). Parking rates for shared parking shall be calculated by applying the occupancy rates in **Table K20-2** to the maximum parking requirements for a proposed use.

Table K20-2 Shared Car Parking Rates

Building Use	Mon - Fri **8am - 5pm**	Mon - Fri **6pm - 12am**	Mon - Fri **12am - 6am**	Weekend **8am - 5pm**	Weekend **6pm - 12am**	Weekend **12am - 6am**
Industrial	100%	20%	5%	5%	5%	5%
Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Theatre	40%	80%	10%	80%	100%	10%
Entertainment	40%	100%	10%	80%	100%	50%
Conference	100%	100%	5%	100%	100%	5%
Institutional	100%	20%	5%	10%	10%	5%
Church	10%	5%	5%	100%	50%	5%

Source: PRCUTS Planning and Design Guidelines p45, Urban Growth, Nov 2016

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Car share and ride share

Controls	
C15.	On-site parking can be reduced at a rate of 5 parking spaces per 1 car share space where an active car-sharing program is made available to residents and/ or employees and where ride share or other organised car pooling initiatives are available on site.
C16.	Additional car share should be provided at a rate of 1 space per 20 dwellings without parking and 1 space per 100 dwellings with parking.
C17.	Car share will be located in publicly accessible sites, either on-street, in public parking stations or, if provided within a building it should be accessible to all car share members.
C18.	The following car share targets have been established for the precinct: • 10% - 15% of residents by 2031 • 15% of residents by 2050.

Parking rates

Controls	
C19.	For parking rates, refer to clause 8.11 of the Canada Bay LEP 2013 and Part B of this DCP.

Bicycle parking

Controls	
C20.	For bicycle parking controls, Refer to *DCP Part B - General Controls, B3.6 Bicycle parking and storage facilities*; and *B3.7 End of trip facilities.*

Electric vehicles

Controls	
C21.	*Refer to DCP Part B - General Controls, B3.8 Electric Vehicles*

Common loading docks and service vehicle parking

Controls	
C22.	*Refer to DCP Part B - General Controls, B3.9 Common loading docks and service vehicle parking.*

Freight and service access

Controls	
C23.	Freight and service vehicle rates should be provided in accordance with **Table K20-3**.
C24.	Vehicle access including for freight and service vehicles is not permissible off Parramatta Road
C25.	Commercial and medium/ high density residential developments are to have common loading docks and facilities for freight and service vehicles, including trades, home deliveries etc.
C26.	Loading docks for freight and service vehicles are to be located off-street and underground.
C27.	Loading docks and facilities are to be located and designed to minimise the impact of freight and service vehicle movements on the area.

Table K20-3 Freight and service vehicle rates

Land Use	Space required
Residential development	1 space per 50 apartments for first 200 apartments plus 1 space per 100 apartments thereafter
Commercial offices	1 space per 4,000m^2 GFA for first 20,000m^2 GFA and a space per 8,000m^2 GFA thereafter
Retail	1 space per 500m^2 for first 2,000m^2 and 1 space per 1,000m^2 thereafter (50% of spaces for trucks

K20 Kings Bay (PRCUTS)

K20.21 Housing Diversity

A mix of dwelling types in the precinct will provide greater housing choice and support equitable housing access by offering a diversity of dwelling types, amount of floor space, number of bedrooms and level of accessibility and affordability.

Objectives

O1 To provide a diverse range of dwelling types and sizes to cater for the needs of the existing and future residents over time, and encourage social diversity.

O2 To ensure that low to moderate income households can afford to live in the precinct by increasing the stock of appropriate affordable housing.

Controls	
C1.	For mix of residential flat buildings and residential components of mixed use developments, refer to LEP clause - *6.11 Mix of dwelling sizes in residential flat buildings and mixed use development*
C2.	Regarding the amount of adaptable (accessible) housing to be provided refer to requirements in *City of Canada Bay DCP Part B1.1 Adaptable Housing.*
C3.	Contributions towards Affordable Housing is to be provided according to Council's Affordable Housing Contributions Scheme.
C4.	Affordable housing is to be consistent with the requirements of the *City of Canada Bay Affordable Housing Program and Policy.*

K20.22 Residential Uses not covered by the Apartment Design Guide

The NSW Apartment Design Guide (ADG) applies to buildings that are three or more storeys high and that comprise at least four dwellings. For other residential development types, such as 2-3 storey terraces, low rise up-over or walk-up apartments, multiplexes, urban courtyard houses and the like, the following controls apply.

Objective

O1 To ensure design quality, performance of and amenity created by new residential development is of a high standard and consistent across the precinct.

Controls	
C1.	The maximum building depth is 18m unless it can be demonstrated that all habitable rooms receive adequate ventilation and solar access, e.g. through the use of a courtyard design.
C2.	The minimum private open space of a ground floor dwelling is calculated by the number of bedrooms x 4m^2.
C3.	Single aspect dwellings, if unavoidable, are only permitted if they have a northerly or easterly aspect.
C4.	Living rooms and private open spaces of at least 70% of apartments receive a minimum of 2 hours direct sunlight between 9 am and 3 pm in mid winter (21 June).
C5.	Master bedrooms have a minimum area of 10m^2 and other bedrooms 9m^2.
C6.	Building separation is as per the *Apartment Design Guide, Section 3F Visual Privacy.*

C7. Private open space (POS) is designed to maximise useability, privacy, outlook and solar access.

For dwellings on the ground floor including townhouses and terraces, the minimum private open space is as follows:

Dwelling type	Min. POS
Studio/ 1 bedroom	20m^2
2 bedroom	28m^2
3+ bedroom	35m^2

The minimum dimension is 4.0m x 4.0m.

For dwellings on upper levels, the minimum private open space (such as decks and balconies) is as follows:

Dwelling type	Min. POS
Studio/ 1 bedroom	10m^2
2 bedroom	14m^2
3+ bedroom	18m^2

The minimum dimension is 2.0m x 3.0m.